

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

January 19-20, 1989

The Idaho Transportation Board met in regular session in Boise, Idaho on January 19, 1989 at 8:00 a.m. in the Transportation Building. The following people were present:

John M. Ohman, Chairman - District 1
Marion Davidson, Vice Chairman - District 3
Phil Batt, Member - District 2
Mary F. Detmar, Executive Assistant to the Board
Kermit V. Kiebert, Director
G. Keith Green, State Highway Administrator
Jack T. Coe, Division Administrator - Federal Highway Administration
Judie Wright, Senior Financial Analyst - Governor's Budget Office

Board Minutes. The December Board minutes were approved as distributed to Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

February 16-17, 1989 - Boise
March 16-17, 1989 - Boise
April 14-15, 1989 - District 5
May 12-13, 1989 - District 3
June 15-16, 1989 - District 2
July 23-26, 1989 - WASHTO, Portland

Director's Report. The Director met with Representative John Sessions about highway programs and proposed motor vehicle legislation.

Moscow Chamber of Commerce members told the Director their priorities: A Street, the couplet and SH-8.

Jim Larson was selected as the Procurement and Materiel Manager. Loren Thomas was named District 4 Engineer.

Congressman Larry Craig has been appointed to the House Public Works and Transportation Committee.

The Board congratulated Judie Wright and the staff on FY90 budget preparation.

Quarterly Report of Legal Actions. The Board reviewed but had no questions on the status of legal actions.

Delegation - Duane Eubanks, Access to Property near Hope, SH-200. Mr. Eubanks contended that a 1967 court order provided that the "now existing" road was to run along the railroad right-of-way, not partially along and within the

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railroad right-of-way. He and Mrs. Eubanks further contended that because the access road does not comport with the Court's order and is partially on railroad right-of-way, that their future rights to this access is questionable.

Since the Eubanks are now in litigation with the adjoining property owners, the Board withheld judgment on his request until the court case is resolved.

Delegation - Barbara K. Wilson, Scenic US-95 Association. Ms. Wilson wanted to know what projects are planned on US-95 beyond the 6-year program. Chairman Ohman agreed to furnish the list but cautioned that all projects are subject to change. She asked if shoulder work could be accelerated. Mr. Ohman replied that it is done routinely as funds are available. She suggested that a new issue of the drivers license be published in the centennial color format. She wondered if McCall and Lewiston could be signed on I-84 at Exit 3 (Jct. US-95). That will be evaluated by staff. Ms. Wilson asked if she could contact owners of illegal signs to persuade them to remove the signs. Chairman Ohman would not allow that function to be delegated to someone outside the agency.

Council Mayor Walgamatt inquired as to the status of SH-16, Emmett to Mesa. State Highway Administrator Green said there was not existing funding but that the location study is being pursued. Board Member Batt reiterated the Board's policy to upgrade US-95 before Indian Valley is constructed. She asked if the two 90 degree curves in Council could be improved or eliminated. She believed the City Council and local merchants would favor an alternate route around the community. She suggested that the Kleinschmidt Grade (county road) be improved and designated scenic route to Hell's Canyon. Since it is a local road, she will communicate with the local entity responsible.

Midvale Mayor Williams urged the Board to widen US-95 between Weiser and Mann's Creek. He said the local economy is devastated and a good road would help.

R. Jack Tallent, Weiser resident, believed the Board should look at improving all of US-95 rather than in pieces. He wanted to see engineering, location and economic justification for project selection. Staff will contact him about reviewing the process used in planning and prioritizing projects.

Delegation - Bill Smith and Tom Lancaster, Local Highway Needs Assessment Council (LHNAC) Members. Mr. Smith briefed the Board on progress of the study. It is under contract to Wilbur Smith and Associates with three major components: the relative costs of improving the four major segments of Idaho's roads up to predetermined levels; an evaluation of the economic impact of improving highways; and an examination

of the impact on Idaho roads by federal (tax exempt) activities. It is evident that a funding shortfall will occur before the study can be completed and a report presented to the 1990 Idaho Legislature.

The Board supported the local entities' efforts in preparing legislation for a one-time increase of \$175,000.00 to complete the study.

Mr. Smith presented a second issue: funding the T-2 program as a rural technical information resource tool for local entities. The Association of Idaho Cities, the Idaho Association of Counties and the Idaho Highway Districts Association supported the program and funding it with highway users revenue. The program concept was for ITD to act as administrator of the funds with LHNAC monitoring the programs and projects that would be implemented.

Staff will evaluate the request and present a recommendation to the February Board meeting.

Disposition of SH-7, Old SH-7 and SH-64. In October 1988 the Board asked staff to review the state and local roadways in the vicinity of SH-7, former SH-7 and SH-64. The Board reviewed the current status of the roads, maintenance costs, travel patterns, average daily traffic, road surface conditions and planned projects.

The Board approved the following improvements in FY89:

SH-7	MP 36.78- 40.66	Base prep, pavement mix and seal coat	\$497,000
Old SH-7	MP 25.61- 36.78	Seal coat and patch	\$109,360
SH-64	MP 15.88- 23.78	Seal coat	\$565,000
SH-64	MP 26.89- 30.65	Seal coat	\$270,000

The Board further approved the following system changes affecting local jurisdictions based on recent and planned improvements:

- Prairie Highway District would receive 3.0 miles of SH-64
- Kamiah Highway District would receive 12.409 miles of SH-64
- City of Kamiah would receive 0.462 miles of SH-64

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- Clearwater County would receive 12.087 miles of SH-7

Meeting with Senate Transportation Committee. Chairman Ohman discussed general ITD accomplishments. Director Kiebert told what the 3.5 cent gas tax increase passed in 1988 provided: seal coats, ability to match federal money, some state-funded construction, and secondary exchange program. State Highway Administrator Green provided a project update in each committee members' area.

Senator Beitelspacher predicted that the state would have more trouble acquiring needed rights-of-way in the future. Senator Gilbert believed the existing distribution formula did not favor populated areas and more money was contributed than returned in improvements. Senator Fairchild said ITD has no credibility with locals because of project shifts. He urged the Board to schedule a project and maintain that time frame. Senator Gilbert questioned if the Board or Governor made the decision to build the SH-21 connector from I-84 to Diversion Dam. Senator Bilyeu thought a sign should be erected on I-86 that identified the Snake River. Senator Gilbert said the caretaker at the Snake River View rest area had Oregon plates on his vehicles. Staff will check into that and respond to the above items.

Delegation - Craig Daniels and Several Idaho Legislators, Cherry Creek Rest Area, I-15. Rep. Myron Jones asked the Board not to build a proposed rest area and information center on I-15 south of Malad. He would rather the facility be located in the City of Malad. City Councilman and Chamber of Commerce Director Daniels produced a letter from the Oneida County Sheriff stating that the city site would incur less incidents, better response time, more patrol checks and a higher law enforcement visibility. A suggested 7-acre city location was again presented and the offer made to donate water and sewer facilities. An offer of heavy equipment for excavation and grading along with city and county equipment was given. He cited an economic boon to the City by attracting tourists to the area.

The Board asked staff to evaluate the suggested site and make a recommendation at the February meeting.

Relinquishment of Section of Former US-93 to Blaine County, Project F-2352(18), Key 2808. Due to construction and realignment of US-93, a 2.52-mile section of the former roadway can be relinquished to Blaine County in accordance with a road closure and maintenance agreement.

The Board approved and signed the official minute, shown in Exhibit B-251 which is made a part hereof with like effect.

Relinquishment of Section of Former US-95 to Worley Highway District, Project F-5115(15), Key 100. Due to

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construction and realignment of US-95 in Kootenai County from Mica Creek to Mica Flats, a 2.168-mile section of former US-95 can be relinquished to the Worley Highway District in accordance with a road closure and maintenance agreement.

The Board approved and signed the official minute, shown in Exhibit B-252 which is made a part hereof with like effect.

Consultant Agreement, Project F-3331(1), Key 3290, SH-16. The consultant selection committee chose Howard, Needles, Tammen and Bergendoff for the location and environmental study on the proposed highway between Emmett and Mesa. The estimated cost is higher than the original \$300,000.00 approved by the Board in November 1987.

The Board approved the agreement with HNTB at cost of \$449,583.00 which includes a fixed fee of \$45,740.00.

Sommercamp Road Satellite Port of Entry, Project F-3111(052), Key 4508, US-95. The project was originally programmed in FY88 as an upgrade of an existing facility near the junction of US-95 and SH-55. The project was not reviewed by the Board in October because the POE Master Plan had not been completed. That plan was approved in December. Staff determined that sufficient primary funds were available to schedule the satellite port in FY89.

The Board approved adding the Sommercamp Road satellite port of entry project to the primary program in FY89 at a cost of \$401,000.00. No delay of previously approved projects will result from this addition.

Revision to State Management Plan for Section 18 Urban Mass Transportation Projects. UMTA recently delegated to states the responsibility for defining "useful life" of UMTA-funded vehicles, and procedures for disposing of a vehicle that had fulfilled its useful life or was not being used for the project purpose.

The Board approved a recommended revision to the State Management Plan to accommodate definitions and procedures being implemented. Staff was authorized to submit the revision to UMTA.

Reimbursement for the Federal Share of Right-of-way Costs Expended by a Local Entity. Legal counsel determined that the department's policy of reimbursing the federal share of right-of-way costs at the same time as the costs are incurred by a local entity amounts to extending the state's credit which is prohibited by Article 8, Section 2 of the Idaho Constitution. Staff, therefore, will revise Administrative Policy A-19-05 to require security acceptable to the department prior to reimbursement of the federal share of right-of-way costs.

The matter was brought before the Board for information purposes only.

Notus Railroad Crossing, Project RRP-3740(001), Key 4183. The project was approved by the Board for FY89. Several concerns have been raised and a request received from the Notus/Parma Highway District to accelerate the project.

After reviewing the project's cost and timing as well as the statewide ranking, the Board chose to delete the project from the 6-year program. Since the crossing is already signalized, it appeared that installation of gates would not increase safety.

State-funded Projects for FY89. State Highway Administrator Green discussed the department's cash reserve, current state-funded projects under contract, remaining payout for those contracts, and current state-funded projects approved by the Board. Selection of projects was based on a statewide evaluation of highway needs, ready-to-construct projects, rutting condition of the Interstate, traffic volumes, emphasis on rural roads, and the district's input.

The SHA recommended and the Board approved the following state-funded projects:

Route	Location	Cost (\$1,000's)
I-84	Sebree to US-20	700
I-84B	King's Road to I-84	400
SH-7	Lewis Co. Line to Gilbert Grade	500
SH-11	Greer Grade	910
US-20	Garrett Way to 44th Street	862
SH-21	Lucky Peak Dam to N. of Mores Cr. Bridge	293
SH-25	K-Canal to SH-50	345
SH-39	Sterling Road to RR Tracks	859
SH-46	Wendell to Gooding	610
SH-62	Craigmont to Mohler	600
SH-62	Mohler to Nez Perce	510
SH-75	Galena Summit	1,654
Local	Old SH-7, SH-62 to Clearwater Co. Line	109

After the preceding projects are let to contact, the following projects will be re-evaluated for use of state funds:

I-15	Inkom to Portneuf	\$ 2,035
I-84	East Bliss to West Bliss	941
I-84	Tuttle to Wendell	1,286
I-84	Twin Bridges to Salt Lake IC	372
I-84	Cotterel to Sublett	496

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The Board meeting reconvened at the Transportation Building at 8:00 AM on January 20, 1989.

Annual Update of Roadside Facilities Program. In accordance with Board Policy B-05-14 staff presented an updated map showing changes to roadside facilities as follows:

- Include Moyie River as "turnout-viewpoint"
- Include new facility north of Bonners Ferry at junction of US-95 and US-2
- Close Hoodoo when new facility at US-95/US-2 is completed

The reconstruction of Dubois, Clark Hill, Snake River View, Mineral Mountain, Huetter and Midvale Hill was completed in 1988. Big Lost, Lenore and Juniper are scheduled in 1989. The new facilities at Massacre Rocks and Coldwater Hill were opened in 1988, North Blackfoot is under construction and Cherry Creek is planned in 1989.

Quarterly Report of FY89 Program Obligations. The first quarter of the federal fiscal year showed \$2 million below the targeted obligation amount.

Headquarters Space Study and Long-range Capital Improvement Program. A practical, maximum utilization of all existing building space in the headquarters complex has been reached. Some section supervisors are predicting the need to expand office space due to new or expanded programs. A concern was also expressed about access from State Street. Chief of Highway Operations Fiala recommended that ITD pursue a study of space requirements and project a long-range capital improvement program.

The Board concurred with the recommendation and authorized staff to work through the Division of Public Works to obtain a consultant to perform the work outlined at an estimated cost of \$50,000.00.

Motor Vehicle Bad Check Quarterly Report. During the last three months of 1988, the Motor Vehicle Accounting Office received bad checks amounting to \$12,587.03 which represents .001% of the total amount of checks processed. Almost one third of the total value of bad checks was collected.

Total Buy-out, Project I-184-1(5)4, Key 2763, Parcels 5 and 5-R, Chinden Interchange-Boise River Bridge, I-184. A negotiated settlement, subject to Board approval, has been reached based on the appraised "before" value and where

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trades of surplus tracts to the grantor are proposed as partial payment for required right-of-way.

The Board concurred in staff recommendation and approved the settlement of parcels 5 and 5-R.

Trade of Uneconomic Remainders, Project F-RRP-4113(75), Key 2500, Parcels 21-R, 21.1-R, 23-R, 23.1-R and 24-R, Lawyer's Canyon, US-95. All of the remainders were purchased as uneconomic remnants. Administrative authority to trade was granted in October 1988.

The Board approved the recommendation and executed a warranty deed in favor of Eugene L. and Mary Jo Tatko.

Condemnation Action. The Board signed the order of condemnation on the following parcels as recommended by the Chief of Highway Operations:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Key No.</u>	<u>Route No.</u>
I-184-1(7)4	63 and 64	2881	I-184

District Sign Status, Last Quarter of 1988. Districts have removed 70 illegal and non-conforming signs since the third quarter's report.

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

STM-5778(514) and Stockpile 1536, Keys 3679 and 4405 - Priest River-Nordman and Priest River. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$423,914.00.

Stockpiles 2526 and 2523, Keys 4139 and 3954 - Grangeville and Reed's Bar. Low bidder: Eucon Corp., Lewiston, Idaho - \$264,000.00.

BR-SOS-3700(2), Key 3543 - Hot Springs Bridge. Low bidder: Cannon Builders, Inc., Blackfoot, Idaho - \$322,931.50.

IRG-84-1(23)44, Key 3709 - Meridian Interchange WBL Ramps. Low bidder: Rock Contractors, Inc., Meridian, Idaho - \$466,514.01.

IR-84-2(30)128, Key 4071 - Snake River Bridges. The low bid was more than ten percent over the engineer's estimate. The estimate did not assume the same degree of difficulty as the contractor associated with the design and construction of the superstructure jacking system. Also, a history of costs associated with furnishing and installing the specific bearing unit needed was not available during preparation of the estimate. Adjusting the estimate to reflect these items

brings the low bid within ten percent of the engineer's estimate. The Bridge Design and Contract Administration Supervisors recommend award; the Board concurred. Low bidder: Ralph Wadsworth Const. Co., Inc., Boise, Idaho. - \$472,682.00.

Change of Access, Project S-1751(1), Permit 5-89-30, SH-40. The applicant wanted to relocate his approach from Sta 169+10 Rt to Sta 169+75 Rt to better serve his needs.

The Board approved and signed the access exchange deed as recommended by staff.

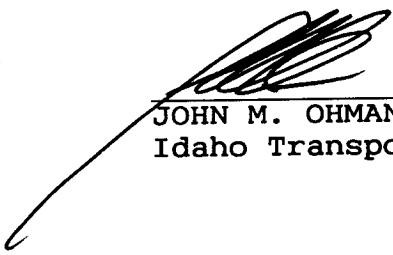
City-sponsored RV Dump, Rest Area and Tourist Information Center in Ashton. In 1986 the Department assisted Ashton in construction of an RV dump north of the City by building a left-turn bay, acceleration lane and signing for the facility. The City's long-range plan was to expand the site and include a rest area.

Dan Kelley, an RV Advisory Committee member for the Idaho Department of Parks and Recreation (IDPR), has now asked ITD to design and construct a rest area and information center with the possibility of funding assistance from IDPR in the amount of \$30,000-60,000.

The Board considered the informal, verbal request and chose not to build a new rest area north of Ashton due to funding and staffing constraints.

FY90 ITD Budget Presentation to the Joint Finance-Appropriations Committee. Chairman Ohman and Director Kiebert presented the Department's FY90 budget request to the state legislature. The request represents an 8.7% increase over FY89 appropriation.

WHEREUPON, the Board meeting adjourned at 1:45 PM.


JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and Approved
February 16, 1989
Boise, Idaho

January 20, 1989

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February 16-17, 1989

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John M. Ohman, Chairman - District 1
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Mary F. Detmar, Executive Assistant to the Board
Kermit V. Kiebert, Director
G. Keith Green, State Highway Administrator
Bob Clour, Deputy Division Administrator - Federal Highway Administration

Board Minutes. The January Board minutes were approved as distributed to Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

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July 23-26, 1989 - WASHTO, Portland
August 17-18, 1989 - District 1

Director's Report. Director Kiebert reported that Joe Parkinson at Micron had requested a guarantee of federal-aid reimbursement for the advance construction funds to be used to build the SH-21 connector from I-84 to Diversion Dam. The Board informed Macron, the development and land-holding company for Micron, that such an underwrite with state funds cannot be provided because the state cannot incur debt constitutionally, according to legal staff. Mr. Parkinson advised the Governor that Micron would wait until the regular constructions funds were appropriated.

The Governor is reviewing the draft legislation to return interest on highway funds to the Highway Account rather than the General Fund. In this year of general fund surplus, it is expected that the Legislature would be receptive to the proposal. The Idaho Highway Users Conference supports the legislation.

Director Kiebert spoke to the Lewiston Chamber of Commerce about improvements to US-95 and better communication.

At a meeting with legislative leaders in the State of Washington, the transportation of hazardous materials and a cooperative effort to establish joint ports of entry were discussed.

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A \$3.7 million bid was received from Albertsons, Inc. for the District 1 complex in Coeur d'Alene.

Annual Safety Program Report. The computerized employee accident records system is completed and generated reports are useful to personnel statewide. Blood tests were administered in all districts for employees working with paints, solvents, chemicals or toxic substances. Health awareness programs are continuing on topics such as contagious diseases, cholesterol, cancer, blood pressure and heart disease. In-house instructors for the hazardous materials and wastes courses were trained in April. The department experienced several accidents involving sanders and plows because of the extreme winter weather conditions.

The Board agreed with several employees who believed the television media needs to be used aggressively to promote public awareness on driving techniques during adverse weather conditions such as approaching and following sanding and plowing equipment. The Public Information staff will prepare a plan for media presentations to enhance public awareness of ITD activities and projects.

District Engineers' Updates. Each DE showed pictures of projects completed in his area during the last year. The Board appreciated each status report and indicated that the update was extremely beneficial.

Delegation - Roland and Bill Hon, Access on SH-55 in Meridian. The Hons believed the cost of the access should be based on shared access vs sole access rather than between a landlocked parcel and sole access. They would not have given up the shared access with Nahas Development if they had known payment would be required for the new access. However, they have no recorded document providing proof of the shared access.

Board Member Batt stated that the Board cannot give away state property. Some monetary consideration must be received before any access can be granted. The property appraisal showed a difference of \$73,000 in value with and without the access.

After the Hons left, Board members deliberated at length regarding proper remuneration to be assessed. Board Chairman Ohman spoke with Bill Hon by phone during the afternoon; Hon asked if the \$73,000 figure could be negotiated. Further information given to the Board by staff indicated that the subject highway would be relinquished to the Ada County Highway District when the Eagle Road interchange on I-84 was completed, approximately two years. With that in mind, the price for the access was factored down to \$14,500. Board Chairman Ohman indicated he would contact Bill Hon with the figure of \$14,500 to purchase the access to his property off SH-55.

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The Board asked staff to draft a policy that addresses the cost to purchase access and present it at the May Board meeting.

Permit to Use Right-of-way, Project S-3782(1), Key A2486, SH-55. While deliberations continue on the Hon access (see previous discussion), the Board approved and signed the exchange deeds for 1) Robert W. Nahas to relocate his north approach and 2) the joint use approach for Nahas, G&H Enterprises and John Dobaran.

Delegation - Idaho Cattle Association Representatives. Executive Director Gary Glenn asked the Board to eliminate the 39-foot kingpin restriction on SH-55 between McCall and SH-44. One member indicated the difficulty occurred in spring and fall when cattle are being transported between rangelands. Board Member Batt asked staff what other states are doing. Maintenance Supervisor Sullivan answered that WASHTO states are working toward uniformity in trucking regulations. Mr. Batt reminded staff that if violations occurred, citations should be issued; the vehicles should not be detained when transporting perishable commodities.

The Board instructed Mr. Sullivan to meet with Idaho cattlemen to determine specific needs on SH-52 as well as SH-55 and report to the March Board meeting with recommendations.

Delegation - Weiser Citizen, Olds Ferry Road and Bridge. Dr. Bart Westberg urged the Board to consider construction of a bridge over the Snake River west of Weiser near Farewell Bend, Oregon along with the corresponding connecting highway. The additional access across the river would eliminate out-of-direction travel for motorists on US-95, he remarked. The bridge was first proposed in 1917 when the Idaho Legislature agreed to pay one-half the cost; Oregon did not participate according to Dr. Westberg. He outlined the benefits to Weiser of increased tourism, providing a water grade route attractive to truck traffic and the removal of the obstacle of back-hauling. He estimated the annual direct economic benefits to the State of Idaho and Weiser would amount to \$14.6 million.

The Board asked District 3 Engineer Dick to investigate the proposed project's history and provide a summary for the April Board meeting.

Lunch with Ted Sullivan, Congressman Stalling's Transportation Representative. Discussion centered on a raise in the federal gasoline tax to help reduce the federal budget. Mr. Sullivan said the Congressman opposed such an increase.

Meeting with House Transportation Committee. Chairman Ohman cited a few Department achievements during 1988: Additional highway projects utilizing the 3 1/2 cent gas tax

increase, a new aeronautical chart, and the new motor vehicle title document with security features.

Director Kiebert said the department employees are solving problems before they grow out of proportion and are exhibiting a "can do" philosophy. He was grateful for the gas tax increase which allowed for seal coating projects throughout the state.

SHA Green described the funding picture including the Interstate discretionary money received, the US-95 priority primary designation by Congress, emergency relief funds for Horseshoe Bend Hill, and demonstration money for the Broadway-Chinden corridor.

Representative Lasuen urged the department staff to meet with cities and chambers of commerce before a project begins. Representative Duffin asked if reducing truck speeds would help eliminate rutting of the highways. SHA Green responded that more trucks are traveling the roads than were included in the original pavement design. Loads, he said, have a greater impact on rutting than speed. Representative Sessions inquired if current funding was adequate to match available federal aid; SHA Green said yes.

Addition of Down River Road, Lewiston, to State Highway System. Additional information since the Board reviewed the subject in October 1988 included 1) support from the State of Washington to add the road into each state's system, and 2) three letters from the City of Lewiston in support of the proposal with an indication that urban funds were already committed on other projects. (See following discussion with Lewiston delegation.)

Delegation - Port of Lewiston Representatives, Down River Road. Port Commissioner McMurray supported the position of including the Down River Road on the state highway system. Port Manager Alldredge explained that while the road is technically classified as a city street, local citizens do not use it. It is a commercial transportation route to move Idaho products to seaports in Idaho and Washington. Commissioner Wilson said products are trucked into Idaho via the same route. An industrial park is being developed near the Port of Lewiston that would be accessed by Down River Road, according to Alldredge.

SHA Green said urban funds in Lewiston are already committed. Demonstration money may be a source after FY91. When asked by the Board members, he said District 2 staff was worried about demands on maintenance resources if the route was included on the state network. Board Vice Chairman Davidson asked if a joint venture with the State of Washington was an option. Board Member Batt encouraged locals to work with their Congressional delegation on securing demonstration grants.

Port Manager Alldredge indicated the Port of Lewiston would look at financially participating in improvements to the route. He also believed it was not unreasonable for the Ports of Clarkston and Wilma to contribute to any upgrade.

The Board told Director Kiebert to contact his counterpart in the State of Washington concerning a joint project, then report to the May Board meeting. In the meantime, information from the Ports will be accumulated.

Project IR-15-1(73)7, Key 1019, Cherry Creek Rest Area, I-15. District staff analyzed information presented at the January meeting requesting that the subject rest area be relocated to the City of Malad. The Board reiterated its decision to construct a rest area on I-15 at the Cherry Creek site south of Malad based on several reasons:

- Availability of the land at the proposed site in Malad was questionable. B.E.T. Management Development Group indicated it would retain rights to three of the seven acres. The remaining four acres are titled to a deceased individual and the State of Idaho. The deceased individual left no heirs and it was assumed that the property now belongs to Oneida County for back payment of taxes.
- The topography of the proposed Malad side would require \$250,000 in excavation work.
- Access to the Malad site is difficult. Northbound vehicles must cross opposing traffic four times and travel one mile out-of-direction. Southbound vehicles would cross traffic twice and travel one-half mile out-of-direction. The highway offramps would require modification at an additional cost of \$112,000. Trucks would have to make several difficult turns to reach the site and then return to the Interstate.
- The Federal Highway Administration would not approved the Malad site because \$200,000 in federal highway money has already been spent at the Cherry Creek location.
- The Malad site would cost approximately \$1.18 million to develop, compared to \$640,000 to continue the project at the Cherry Creek.

Board members understood the local request and recognized the economic concerns of Malad. However, cost comparisons, access and convenience to the traveling public, particularly large vehicles, were overriding factors which led the Board to its decision to continue with rest area development on I-15 at Cherry Creek.

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WHEREUPON, the Board meeting recessed at 5:20 PM

Idaho Highway Users Conference Banquet for Legislative Leadership. The Board and staff attended a reception and banquet hosted by the Idaho Highway Users Conference for legislators from Senate and House Transportation Committees. Congressman Craig spoke of his opposition to raising the federal gas tax to balance the federal budget. He has recently been appointed to the House Subcommittee on Public Works and intended to work diligently against the proposed legislation. Congressman Stallings was also opposed to the increase since the tax would only hurt western states where longer distances must be traveled.

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The Board meeting reconvened at 8:20 AM in the Transportation Building in Boise.

State Highway Administrator's Report. SHA Green reported that the cost to operate a residency outside a District has added 2% to the construction cost of a project.

In 1979 Idaho received 0.42% of the amount authorized nationally for critical bridges. Ten years later, Idaho is getting only 0.21% of the national amount. The next Surface Transportation Act will be watched closely for any changes to the bridge funding formula.

The Board reviewed the information presented on differential speed limits. Member Batt asked that the car/truck accident statistics in Oregon and Washington be acquired and included with an upcoming Board agenda.

State-funded Project ST-2800(014), Sherman Avenue Signals in Coeur d'Alene, I-90B. The signalization is part of an approximate \$1.5 million improvement done on Sherman Avenue by the City under an economic development grant and a city LID. The work corresponds to Phase I of the downtown revitalization project presented to the Board in August 1988. The state portion of the project includes wiring, installing controllers and traffic signal heads, and activating the signals.

The Board approved using \$75,000 in state funds for the signalization work.

State-funded Project in Hagerman, US-30. The existing section of US-30 through Hagerman was constructed in 1965. The pavement is showing numerous signs of base failure and severe cracking. Maintenance costs will increase significantly as the pavement failure accelerates.

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The Board approved state funds in the amount of \$247,000 to place a plantmix overlay and seal coat on US-30 through the City of Hagerman.

State-funded Project ST-84-3(507), Damaged Structures on I-84 at US-93. On January 5, 1989 the undersides of both the eastbound and westbound structures of the Twin Falls interchange on I-84 were struck by a backhoe being hauled by a flatbed truck on US-93. Extensive girder damage occurred to the westbound structure. The eastbound structure can be repaired without replacement of any members.

The Board authorized \$101,000 state funds for repair of the structures on I-84 at milepost 173.01.

Notus Railroad Crossing, Project RRP-3740(001), Key 4183, Local. Additional information was presented since the Board took action in January 1989 to delete the project from the six-year program. A field review team determined that safety of the crossing would be improved by correcting the elevation of the two side tracks to eliminate the problem of semi-trailers high centering.

The Board reversed their decision and authorized the project to be completed as originally planned.

Delegation - LaDon Harriell, Idaho Falls, Relocation of US-20. A three-person delegation from Idaho Falls asked Board members to reconsider the proposed relocation of US-20 because of its proximity to a residential subdivision and numerous crossings of an irrigation canal.

Board Chairman Ohman explained that a public information meeting was scheduled on March 7 in Idaho Falls City Council Chambers. Mr. Harriell and others interested in the project were encouraged to participate in that meeting as well as the public hearing and discuss their concerns with district representatives. Mr. Harriell will be advised of the date of the formal location public hearing.

Employee Service and Retirement Awards. Board Members participated in the program to honor employees who have retired or reached five-year increments of employment with the Department. Board Chairman Ohman received his five-year pin. Board Member Batt discussed his impression of the Department after being on the Board for a year. He offered his help in personnel related issues, a subject he particularly favored during his legislative tenure.

Proposed Deletion of Portion of SH-24 between Shoshone and Minidoka from the State Highway System. After the tour of District 4 in November, Board members asked that an analysis of SH-24 be made. On a scale of 0-100, the route received a rating of 33.4 points; 50 has been used as the cutoff. District 4 Engineer Thomas recommended the following

improvements be made prior to removal: plantmix overlay and seal coat from milepost 36.40 to 61.2 at an estimated cost of \$1.8 million. The Board reviewed the impact on local entities and asked staff to prepare a plan to facilitate the removal of a portion of SH-24 from the state highway system. The recommendations will be presented at the April Board meeting.

Technology Transfer (T2) Work Plan. The Department submitted a proposed plan to the FHWA, estimated at \$106,000 total cost. After a lengthy discussion regarding funding of the program to provide for the exchange of information between the department and local government road/street jurisdictions within the state, the Board chose to staff and fund the program from the Highway Distribution Account. The Local Highway Needs Assessment Council was designated as the advisory committee for the transfer center.

Annual Program of Projects for Public Transportation for Elderly and Handicapped, UMTA 16(b)(2), 1989. The Board authorized staff to apply for, execute and implement Grant #ID-16-0015 in the amount of \$303,000. The program of projects is as shown in Exhibit C-279, which is made a part hereof with like effect. *021*

Potential Sale of Union Pacific Railroad Lines in Southwest Idaho. In March 1987 the Board was informed of activities to date on this issue. The sale was subsequently put on hold by UPRR in light of legal actions surrounding the role of labor in short-line spinoffs. The issue may be settled by the U.S. Supreme Court this year. Staff recently learned that UPRR has decided to proceed with the sale. The Board will be kept advised of the sale's progress.

Railroad Lines Approved for Abandonment Since 1976. The Management Services Section provided a detailed list of rail lines approved for abandonment by the Interstate Commerce Commission since 1976, but which have not been purchased by other railroads.

Board Policy B-05-14, Roadside Facilities. The proposed revisions include provision for rest area tourist information centers on interstate highway entrances to the state, and resident custodians.

Board Chairman Ohman asked that the term "facilities" be clarified and the policy be brought back at the next meeting.

Road Closure Procedures for Hazardous Materials Spills. In response to Vice Chairman Davidson's concerns about who is responsible for closing the highway and the length of closure, Chief of Highway Operations Fiala presented the procedures used by ITD and the Department of Law Enforcement. Recent meetings with the Idaho State Police at the district level have stressed the importance of getting roads open to

February 17, 1989

the traveling public as quickly as possible without compromising public safety.

Request from Shopko Stores/SVS Trucking to Operate 86'10" Combinations on US-95 Between Weiser and Grangeville. The subject combinations meet the off-tracking requirements because of a special rigid hitch connection between the trailers. The additional cost to the company of operating the legal 53-foot semitrailers versus the Rocky Mountain double combinations is approximately \$1.2 million over the next six years. Approval of the request would make it feasible for Shopko to build a distribution center in Boise to serve Spokane, Coeur d'Alene and Lewiston.

Under the economic hardship provision of Rule No. 39.02.05.09, Section 12,04, the Board authorized staff to issue a special permit to Shopko to operate on US-95 between Weiser and Grangeville at 86'10" overall length with a maximum off-track restriction of 5.5 feet on a 165-foot radius curve.

State Institution Parking Lot and Road Improvements. In accordance with Section 40-310(14), Idaho Code, and Board Policy B-05-15, the Board can expend up to \$30,000 annually to construct, alter, repair and maintain the roadways in, through, and about the grounds of state institutions. The Division of Public Works requested that the \$30,000 be used for asphalt work at the Adult/Child Development Center in Salmon.

The Board approved the transfer of \$30,000 to the Division of Public Works for design work and paving the parking lot associated with Project DPW 88-453.

The Board instructed staff to review the history of this program and applicable Idaho Code sections and report back to the May Board meeting.

Destination Signing for Lewiston and McCall on I-84 and Exit 3. In January the Board was asked to consider additional signing to aid the traveling motorist on I-84 to destinations in northern Idaho. The Board agreed to:

- Sign Lewiston and McCall off I-84 eastbound at Oregon's Exit 356 if Oregon would allow. If Oregon only approves one name to be added, then sign Lewiston. If Oregon will not approve Lewiston being signed off Exit 356 eastbound, remove New Plymouth at Exit 3 eastbound and add Lewiston.
- Sign Lewiston off Idaho Exit 3 westbound.

- Sign McCall off at Meridian interchange where SH-55 is signed and later at the new Eagle Road interchange.

Engineering Agreement with Centennial Engineering, Project F-3271(52), Key 3758, SH-55. In September 1988 the Board approved using a consultant to perform roadway design work on 5.8 miles of SH-55 from the junction of SH-44 and SH-55 to the north end of the Shadow Valley Golf Course at an estimated cost of \$250,000.00. The selection committee negotiated with three firms and selected Centennial Engineering, Inc., at a cost of \$299,986.49 which includes a fixed fee of \$26,087.54.

The Board approved the proposed recommendation and authorized staff to execute the engineering agreement.

Supplemental #2 for FC Agreement #05-88-05, Project I-15W-4(45)46, Key 291, I-86. During the paving of the eastbound lanes, a ground penetrating radar survey was required to check misalignment of dowels. In anticipation of additional inspection requirements, a supplemental agreement is proposed with Norcal in the amount of \$20,400.00.

The Board approved the supplement as recommended with the total agreement not to exceed \$50,000.00.

Rule 39.02.14.01, Accommodation of Utilities within Right-of-way of the Federal-aid Highway Systems in the State of Idaho. FHWA has relinquished control to the states for longitudinal use of freeway right-of-way by utilities. Each state must develop and submit utility accommodation recommendations for FHWA's approval by June 30, 1989. The existing policy which is incorporated by reference in the subject rule was revised.

The Board approved the revised policy and instructed staff to submit it to FHWA for approval. If approved in substantially this form, the Board's Executive Assistant was authorized to repromulgate the rule.

The Board also asked staff to check with other states, determine what is being allowed on interstate rights-of-way, and return to the Board with the additional information.

Permanent Easement, State Materials Source BN-128s, Key A0085. The City of Idaho Falls requested a permanent easement along the edge of the source and bordering the Snake River to allow construction and maintenance of a reservoir dike to protect its new power turbine facility.

The Board executed the easement in favor of the City of Idaho Falls.

February 17, 1989

Surplus Property, Project FG-3271(44), Key 3250, Parcel 16-R, Eagle Road. Upon staff recommendation, the Board executed a deed conveying the remainder (Parcel 16-R) to Glenn E. and Mayme E. Greene, husband and wife.

Surplus Property, Project F-RRP-4113(75), Key 2500, Materials Source LW-4, Lawyer's Canyon, US-95. The Board approved trading the surplus property as partial payment for required right-of-way from Robert W., Woodrow R. and Merle Flynn, owners of Parcels 12 and 15, and executed the appropriate document.

Surplus Property, Project I-184-1(4)4, Key 2763, Parcel 14-R-1, I-184. A negotiated settlement was reached wherein the subject parcel was traded for its appraised value as partial payment for required right-of-way under Parcel 15. The Board approved and executed the deed in favor of Victor Cocotis.

Exchange of Real Property, Project I-184-1(5)4, Key 2763, Parcels 5 and 5-R, I-184. As partial payment for the purchase of the subject parcels, the state agreed to deed two separate tracts as partial payment. The Board agreed with the recommendation and executed a deed in favor of PKG Industries Company for Parcels 0035011, 0035009, 0035010 and 0034897.

Condemnation Action. The Board signed the order of condemnation on the following parcel as recommended by the Chief of Highway Operations:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Key No.</u>	<u>Route No.</u>
M-8753(001)	26	2613	US-95

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

Project M-7403(003), Key 4239 - Franklin/Rose Hill. Low bidder: Nelson Sand & Gravel Co., Inc., Boise, Idaho - \$896,953.96.

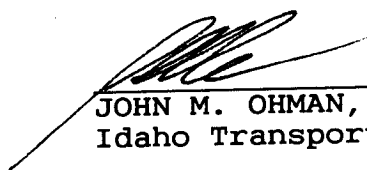
Project M-7963(016), Key 3324 - I-84B & Linden Street. Low bidder: Idaho Sand & Gravel Co., Inc. - \$92,658.50.

Project HES-5116(63), Key 3794 - Dalton Avenue and US-95. Low bidder: Glenn L. Waddell, Inc., Coeur d'Alene, Idaho - \$363,031.25.

Project ST-184-1(503), Key 4427 - Landscape growing contract. The conditional bid bond included in the only bid received was determined to be unacceptable; the bid was, therefore, declared non-responsive. The District and Contract Administration Section agreed to cancel the contract

and consider the possibility of a new design. The Board concurred.

WHEREUPON, the Board meeting adjourned at 4:00 p.m.


 JOHN M. OHMAN, Chairman
 Idaho Transportation Board

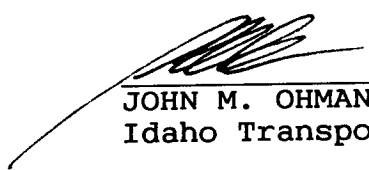
Read and Approved
 March _____, 1989
 Boise, Idaho

SUPPLEMENT TO THE FEBRUARY 1989 MEETING OF THE
 IDAHO TRANSPORTATION BOARD

February 24, 1989

Through telephone contact with Board Chairman John M. Ohman, Vice Chairman Marion Davidson and Member Phil Batt on February 24, 1989, the Executive Assistant to the Board obtained approval to initiate condemnation proceedings on:

Project I-184-1(5)4, Key 2763, Parcels 4, 6 and 31, Chinden Interchange, I-184, William Udell Trust. The initial offer was not accepted. Subsequently, based on FHWA policy promulgated after negotiations began, a site investigation was required to determine the potential for hazardous wastes. Portions of the property were previously used for an auto crushing business. The owners refused to allow department representatives access to the property to conduct the investigation. Findings of the investigation could impact the value of the property or the location of the project.


 JOHN M. OHMAN, Chairman
 Idaho Transportation Board

Read and approved
 March 16, 1989
 Boise, Idaho

February 24, 1989

SUPPLEMENT TO THE FEBRUARY 1989 MEETING OF THE
IDAHO TRANSPORTATION BOARD

March 6, 1989

Through telephone contact with Vice Chairman Marion Davidson and Member Phil Batt on March 6, 1989 the Executive Assistant to the Board obtained approval to award the following construction contract:

Building 3661, Key 4490, Weiser Maintenance Building. The low bid was more than ten percent over the engineer's estimate. The estimate was based on the New Plymouth maintenance building bid amount in 1987. An analysis of the last five building bids was made. Staff determined that if the estimate had been made on the trend line of those building bids, it would have been within reason. The New Plymouth building was considerably below the trend line. Contract Administration and District staff recommended award; the Board concurred. Low bidder: Weaver Construction Co., LaGrande, Oregon - \$294,479.00.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
March 16, 1989
Boise, Idaho

March 6, 1989

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

March 16, 1989

The Idaho Transportation Board met in regular session in Boise, Idaho on March 16, 1989 at 8:00 a.m. in the Transportation Building. The following people were present:

John M. Ohman, Chairman - District 1
Phil Batt, Member - District 2
Kermit V. Kiebert, Director
Conni Swearingen, Special Assistant to the Director
G. Keith Green, State Highway Administrator
Jack T. Coe, Division Administrator - Federal Highway Administration

Board Vice Chairman Marion Davidson and Executive Assistant to the Board Mary Detmar attended the funeral of Roy I. Stroschein, Board Member from 1973 to 1984, who passed away on March 12, 1989.

Board Minutes. The February Board minutes were approved as distributed to Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

April 14-15, 1989 - District 5
May 12-13, 1989 - District 3
June 15-16, 1989 - District 2
July 23-26, 1989 - WASHTO, Portland
August 17-18, 1989 - District 1
September 15-16, 1989 - Boise

B-05-14, Roadside Facilities. Clarifications were made as requested at the February meeting. The Board approved and the Chairman signed the revised policy.

Cherry Creek Rest Area. Rep. Myron Jones asked the Board to abandon construction of the Cherry Creek rest area on I-15. The Board members were committed to having the rest area open to the public for Centennial celebrations and, therefore, would not abandon the project. Rep. Jones will be so informed.

1989 Centennial Highway Map. Board Chairman Ohman recognized the new 1989 Centennial Highway Map and relayed his appreciation to the Public Information Officer on a job well done.

Delegation - McCall City Representatives, Snowmobiles on SH-55 Bridge and McCall Alternate Route. Bud Schmidt, McCall City Administrator, informed the Board that snowmobile operators are using state highway right-of-way to cross the river over SH-55 in McCall. He said that this was being done

March 16, 1989

due to the lack of another route. He asked what possible accommodations could be made for the snowmobilers to cross the river. Board Chairman Ohman instructed staff to review the matter, along with determining whether ITD has the authority to provide for snowmobile operation on state highway right-of-way and report the findings to the Board.

Mr. Schmidt also asked about the progress of the McCall Bypass and its proposed location. They had hoped it could be accelerated to 1990 to open in conjunction with the completion of Horseshoe Bend Hill. Board Chairman Ohman stated the project would be reviewed at the September Board meeting during the annual program update but that it was unlikely the project could be advanced more than a year due to funding constraints.

The delegation requested that the location decision be accelerated and voiced a preference for the Deinhard Lane route because of FAA participation on the project. The Board directed staff to accelerate the location review.

Delegation - Homedale/New Plymouth. The delegation was comprised of representatives from Homedale, New Plymouth and the Scenic US-95 Association. Paul Fink, Mayor of Homedale, asked about the status of the Homedale Bypass project. He was assured that it was in the program in FY 1993. The delegation was also informed there was no Parma Bypass planned at this time.

Barbara Wilson, Executive Director of the Scenic US-95 Association, gave a status report concerning actions on US-95. She requested that the Board designate US-95 as the Centennial Route. The Board informed Ms. Wilson that she should place her request in writing, include what community support there was for the designation and what she would do to promote it.

Delegation - Automobile Dealer Advisory Board. Chief of Motor Vehicles Doug Kraemer discussed the status of all legislation pertinent to the Automobile Dealer Advisory Board members.

Delegation - Burley Area Development Commission, Overland Bridge and the Intersection of US-30 and SH-81. The representatives of Burley requested that the Board approve the widening of the Overland Bridge, a possible northeast bypass around the City of Burley. District 4 Engineer Loren Thomas will evaluate the area and report to the Board by September. They also requested a traffic light at the intersection of US-30 and the northwest connector (Overland Bridge). State Highway Administrator Green informed them that the light might possibly be included in the bypass project scheduled in FY89; the Board instructed staff to review the project plans and report at the May meeting.

They also requested a traffic signal be installed at SH-81 and US-30 due to increased traffic and accidents. Staff will evaluate the need and report to the Board in May.

Director's Report. Director Kermit Kiebert discussed the status of legislation, which included recovering the interest earned on the state highway account. He informed the Board that any possibility of recovering the interest this year was dead, and that we would try again next year, possibly with the help of the Highway Users Federation.

Board Member Batt advised the Board that he had requested Deputy Attorney General Pat Kole to review and provide an Attorney General's opinion on the subject of interest accrued on highway funds. Chief Legal Counsel Trabert was asked to provide a complete historical file to Mr. Kole.

Chief of Transportation Services Lydston gave a brief report on the AASHTO Policy Committee/Coalition meeting he attended on February 22 in Washington, D.C. Representation in the Crescent Coalition has, to date, preserved Idaho's basic funding interests.

Status of Historical Marker Guide. In 1986 the Board authorized staff to update the brochure identifying historical signs. Dr. Merle Wells, historian emeritus, completed researching and writing the texts for the existing signs, plus he identified 70 additional areas that should be marked.

The majority of the 246 signs will be placed this summer; the remaining signs will be erected in the spring of 1990. The accompanying guide will be published in January 1990.

Highway Users Federation (HUF) Study of the Idaho Transportation Department. HUF has proposed to study how transportation users, local communities, and state and federal agencies perceive ITD operations. The study would also recommend actions, in priority order, for making a realistic, practical public relations program. Deputy Director Neumayer said the study would be conducted cooperatively with ITD over an 8-month period.

The Board agreed with the concept and authorized the Deputy Director to negotiate a contract but not execute the agreement prior to Board review.

Board Member Davidson and Executive Assistant Detmar joined the Board meeting after lunch.

Chief Legal Counsel Trabert was asked by the Transportation Research Board to be a member of the Committee on Contract Law. His acceptance will be of specific benefit to ITD as the number of contract claims increases.

March 16, 1989

State Highway Administrator's Report. Over 35% of the right-of-way parcels acquired in the last two years have included an administrative settlement. Of the fourteen parcels acquired through legal means, eight included an administrative settlement and six were court awards.

Bill Hon advised the Board's Executive Assistant that he and his brother, Roland, would accept the Board's offer of \$14,500 for access on SH-55. He expected to remit the payment so that the appropriate documents could be executed at the April Board meeting.

A review of the building contracts awarded since July 1985 revealed that only one, the Headquarters west wing remodel, was more than ten percent over the engineer's estimate. All others were consistent with construction contracts awarded.

Because of the continuing interest by Board Member Batt in employment of minorities and females in ITD, SHA Green presented percentages of minorities and females in ITD's permanent workforce as of February 1, 1989. Of 1,756 employees, 3.8% are minorities and 20.4% are females. Deputy Director Neumayer remarked that the FHWA recently congratulated ITD in its efforts to hire minorities and women. He said ITD is, in fact, ahead of most other state agencies in this effort.

District 2 estimated that approximately \$450,000 would be required to bring Down River Road, Lewiston, to a serviceable condition. The Executive Assistant to the Board will communicate that to Lewiston City Councilman Bob Wing and Port Manager Dale Alldredge to aid in their efforts to secure local financing. It is the Board's intent to put the route on the highway system provided satisfactory financial assistance is forthcoming.

Scenic Highways - Forest Service Designation. State Highway Administrator Keith Green reported on the federal biways program, presented to ITD by the Forest Service. Staff is meeting with representatives from the Forest Service and the State Department of Parks and Recreation to discuss and evaluate suggested routes.

Highway Safety Encouragement Activities. The Highway Safety Office is charged under Sections 40-508 and 509, Idaho Code, with encouraging highway safety activities from the social issue perspective of highway safety areas such as seatbelts, drinking and driving, traffic law enforcement, and motorcycle safety. Since the Governor's Highway Safety Representative is the Office of Highway Safety Administrator, it appears at times that the Department is taking sides on safety issues.

Chief of Transportation Services Lydston suggested that the Office of Highway Safety represent itself as the Governor's Highway Safety Office when dealing with safety encouragement subjects and as the Idaho Transportation Department representative when providing speed, safety and accident data facts from the Department's information data bases. Board Chairman Ohman was concerned about the dual representation. No resolution was given and the item was deferred.

Trade of Surplus Property, Project F-FG-6471(32), Key A0047, Parcel 14-b-R in Connection with Parcel 16, US-20. An irrigation pipe was not included in the plans and, therefore, omitted during construction. The property owner is willing to trade the pipe crossing for a piece of adjacent land.

The Board approved and executed the deed conveying Parcel 14-b-R to Ray Haroldsen, et ux.

Grant Permanent Easement, Projects FI-1031(3) and I-15-1(67)8, Key A2195, I-15. The department is in the process of disposing of a 3.1-acre tract that lies between a county road (former US-191) and the southbound off ramp just north of the Malad interchange on the west side of I-15. U.S. West Communications asked for a permanent easement along the northerly portion of the surplus tract.

The Board granted the request and signed the easement in favor of Mountain States Telephone & Telegraph Company.

Vacate a Portion of Old US-95, Projects F-4114(12) and (45), Parcel No. 1-R, US-95. The subject tract was acquired in 1917. When the new segment of US-95 was constructed near the Spalding junction, the old segment was not vacated. The adjoining property owner requested relinquishment of the area not used as a frontage road.

The Board approved the request and executed the quit-claim deed in favor of the Three Mile Ranch Corporation, subject to existing easement rights of Washington Water Power.

Settlement in Excess of \$100,000, Project ST-7231(512), Key 4289, Parcel 1, US-91. The subject is a total buyout of an improved service station site situated at the Green Triangle junction of Pole Line Road and Yellowstone Highway in Chubbuck.

The Board reviewed the appraisals and approved the settlement on Parcel 1.

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

March 16, 1989

ER-F-3271(55), Key 4175 - Horseshoe Bend Hill to Horseshoe Bend. Low bidder: S.A. Gonzales Construction, Inc., Newman Lake, Washington - \$10,244,009.55.

M-7796(001) and MG-7786(004), Keys 3380 and 4240 - 2nd East, Main - 14th; Main Street and 2nd East in Rexburg. Low bidder: H-K Contractors, Inc., Idaho Falls, Idaho - \$1,869,611.63.

RS-2839(1), Key 3569 - 500 South Road, SH-27 to 450 East Road. Low bidder: Robert V. Burggraf Co., Inc., Idaho Falls, Idaho - \$1,148,585.75.

STM-3261(525), Key 4303 - New Plymouth siphons. Low bidder: Gillingham Construction., Inc., Twin Falls, Idaho - \$37,418.20.

F-3111(41) A & B, Key 2792 - Jct. SH-55 South and Elephant Butte. Low bidder: Central Paving Co., Inc., Boise, Idaho - \$2,134,666.07.

F-4114(74), Key 3561 - Slow Moving Vehicle Lane, Moscow. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$581,876.20.

WHEREUPON, the Board meeting adjourned at 4:20 p.m.


JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and Approved
April 14, 1989
Boise, Idaho

SUPPLEMENT TO THE MARCH 1989 MEETING OF THE IDAHO TRANSPORTATION BOARD

April 4, 1989

Through telephone contact with Board Chairman John M. Ohman, Vice Chairman Marion Davidson and Member Phil Batt on April 4, 1989, the State Highway Administrator obtained concurrence to award a construction contract on the following projects:

Stockpiles 1532, 1533 and 1537, Keys 4133, 4134 and 4406 - St. Maries, Santa and Thorn Creek. The low bid was more than ten percent over the engineer's estimate. Review by staff determined that an error was made in the factor used to

April 4, 1989

convert from cubic yards to tons for the anti-skid material. Using the correct conversion factor brought the low bid to 8.5% over the estimate. In addition, sanding material in these stockpiles is almost depleted and replacement material is needed. The District and Contract Administration Supervisor recommend award. The contract was awarded to Seubert Excavators, Inc., Cottonwood, Idaho - the low bidder - in the amount of \$418,571.00.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
April 14, 1989
Boise, Idaho

April 4, 1989

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

April 14, 1989

The Idaho Transportation Board and staff arrived at the Bear Lake County Airport to begin its tour of District 5 at 10:00 AM on April 14, 1989. The following people were present:

John M. Ohman, Chairman - District 1
Marion Davidson, Vice Chairman - District 3
Phil Batt, Member - District 2
Mary F. Detmar, Executive Assistant to the Board
Kermit V. Kiebert, Director
George J. Neumayer, Deputy Director
G. Keith Green, State Highway Administrator
Brent Frank, District 5 Engineer
Jack T. Coe, Division Administrator - Federal Highway Administration

Delegation - Bear Lake County Commission. Commissioner Law asked the Board to realign the Geneva junction, SH-61 and US-89, and include Salt Lake City in the destination signing for US-89 through Idaho. Both requests would help the south-bound traveling public who are confused by the intersection. District 5 Engineer Frank said destination signing had to be ordered but he expected it would be installed in the near future and alleviate some of the confusion. The Board directed DE Frank to evaluate the intersection and work with the Commissioner on possible improvements.

Another item of concern was the narrow section of SH-36 through Emigration Canyon. The FY93 project to reconstruct the roadway to 28 feet wide should alleviate some of the concern.

The group departed the Bear Lake County Airport, traveled US-89, SH-36, US-91, I-15 and US-30 to Lava Hot Springs.

Delegation - Lava Hot Springs City Officials. Mayor Lowe and Bannock County Commissioners Arvas and Katsilometes asked for Board support to continue the Main Street project in Lava Hot Springs. The Mayor presented letters of support from local officials and citizens. Safety of the senior citizens who visit the area was of critical concern. The street and sidewalks have deteriorated to an unsafe condition according to a condominium owner. Application for a community development block grant of \$246,072 has been made to the Department of Commerce.

The secondary job was affected by the County's choice to become involved in the state's local federal-aid secondary exchange program. Approximately \$73,000 has been expended to date on preliminary

April 14, 1989

093

location and design work. The City would be willing to split the project if necessary. The County Road Engineer believed the Board should allow credit for the engineer's cost.

The Board asked District 5 Engineer Frank to work with City and County representatives, evaluate all funding sources available, and prepare a recommendation for Board consideration at the September meeting.

The tour returned on US-30 to I-15 then continued to the Pocatello District Office.

The Idaho Transportation Board met in regular session on April 14, 1989 at 3:00 PM in the District 5 Emergency Operations Center (EOC) at Pocatello, Idaho.

Board Minutes. The March Board minutes were approved as distributed to Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

May 12-13, 1989 - District 3
June 23, 1989 - District 2 (Changed from June 15-16)
July 23-26, 1989 - WASHTO, Portland
August 17-18, 1989 - District 1
September 15-16, 1989 - Boise
October 19-20, 1989 - District 6

Delegation - Caribou County Commission. Commissioners asked the Board to accelerate the Niter Bridge project from its scheduled date of FY93. They presented three alternatives to fund the construction; the third was preferred by the County wherein the County would pay for the approaches and fencing.

The Board indicated it would look at the project scheduling at the annual September review, then inform the County of any change in timing.

Delegation - Coeur d'Alene City Council President. Council President Reid explained the serious problem faced by the City when contract bids for renovation of Sherman Avenue exceeded anticipated revenue. The project was scaled back and rebid, but the low bid still exceeded available funds. The City has secured \$1.975 million of the \$2.3 million project in the form of an LID assessment from property owners, a state-funded community development grant, all of the City's street budget, and federal Economic Development Administration funds. The City requested the remaining \$325,000 from the Board to add to the already committed funds.

The Board was impressed with the local commitment and effort to secure funding for the I-90 business loop on

April 14, 1989

Sherman Avenue. The state's participation is approximately what normal maintenance and overlay work would cost. The Board approved using \$325,000 in state funds for the revitalization project. Board Chairman Ohman advised Council President Reid, however, that the previously approved project on Sherman Avenue in FY90 might be affected by this action.

Exempt Salaries. The Board approved salaries for non-classified personnel in line with legislatively-approved classified salaries.

Director's Report. Director Kiebert summarized legislative actions on bills affecting transportation. All of the proposed ITD bills were passed with the exception of the title fee increase and the \$2 motor vehicle registration fee to cover administrative costs.

Department Audits. Deputy Director Neumayer presented the current status of audits conducted on ITD activities since April 1988. The list included audits performed by the federal government, legislative auditors and ITD's internal audit staff. Of the 21 audits, eight are still being resolved.

Public Information News Release Plan. With the assistance of section supervisors, bureau chiefs and district engineers, an ITD news release plan was developed. The plan identified statewide news articles that would explain the purpose of ITD activities.

Quarterly Report of Pending Legal Cases. The Board asked about the latest developments on the Eterna-Line contract claim. A status of the case will be mailed to the Board next week.

Update of Study on Ton-Mile Tax. In 1987 ITD contracted with Boise State University to study the ton-mile tax in Idaho and evaluate the revenue that could be expected under two taxing alternatives. Department staff and the trucking industry believe the study should be updated.

The Board allocated up to \$6,000 for BSU to perform a study update using 1987 data. Idaho Motor Transport Association will coordinate the effort to raise the additional \$4,000.

Quarterly Report of Motor Vehicle Bad Checks. During the first quarter of 1989 collection was made on 85% of the bad checks received.

Drivers License Written Examination and Manual in Spanish. The Sheriff's Clearinghouse Drivers License Committee recommended that a written test and manual be prepared for Spanish-speaking individuals. Several counties

have developed their own but a statewide test/manual would provide uniformity. 095

The Board asked for the costs to produce such a test and manual and the estimated usage of same.

Commercial Drivers License (CDL) Program. The State of Massachusetts urged Idaho to contact its congressmen to advocate grandfathering safe commercial drivers into the CDL program without written exams.

To ensure the integrity of the program and because Idaho's current licensing system is dissimilar from the new CDL requirements, the Board agreed with the Motor Carrier Advisory Committee that all commercial drivers should be subjected to the written exam in Idaho.

FY90 State Aviation Grants. As recommended by the Aeronautics Advisory Board, the Transportation Board authorized the expenditure of \$200,000 in state grants to the airports and projects shown in Exhibit C-280. That exhibit is made a part hereof with like effect.

The Board authorized Chief of Aeronautics Miller to approve project grants of less than \$2,000 within the approved \$20,000 allocated for inventory restock and small projects.

General Aviation Federal-aid Grant Program, FY89-92. The Federal Aviation Administration (FAA) and Bureau of Aeronautics cooperate in scheduling and selection of projects utilizing FAA funds. The Board approved the four-year program for airport projects in Idaho as shown in Exhibit C-281 which is made a part hereof with like effect.

Load Limits on State Highways. SHA Green said the spring breakup was worse than usual in District 1 and south of Nampa. Lowered speed and load limits have been placed on those roads. Roads in the rest of the state did not require limits.

Relinquishment of Old US-10, Temporary I-90, East of Coeur d'Alene. In 1977 the Board determined that existing temporary I-90 from the Sherman Avenue interchange to the proposed interchange west of Higgins Point would be removed from the state highway system upon completion of I-90 at its new location. East Side Highway District asked the Board to consider leaving that section of highway on the system for two years after the new I-90 was open so that traffic use and volumes could be identified and addressed before the Highway District assumes jurisdiction.

The Board acknowledged the unknown factors such as volume of tourist traffic, impact of local growth and developments, truck volumes, turn-bay requirements, and the

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affect of the Centennial Trail. The Board reiterated the 1977 decision but asked District 1 Engineer Baker to monitor the traffic usage and needs, then return to the Board if study results warrant.

Olds Ferry Road, Weiser to I-84 Across the Snake River. Staff evaluated the request made in February to build a bridge across the Snake River at Olds Ferry and construct a state highway to a point on US-95 approximately 1.8 miles northeast of Weiser. Staff estimates it would cost \$5-6 million to build the bridge and another \$8.2 million for the roadway.

The Board instructed staff to conduct a corridor study to determine the feasibility of providing state highway access west of Weiser to I-84. Oregon will be contacted regarding improvements and connections. A report is expected at the September meeting.

Board Policy B-19-09, Local Federal-aid Secondary Exchange Program. The concept of the program was approved by the Board in January 1988. Letters have been sent to each county and highway district informing them of the program and soliciting their comments. Of the eligible entities, 73% have committed 77.4% of the \$3.5 million local secondary federal-aid funds to the exchange program.

The Board approved the program objectives and the Chairman signed the new policy.

Quarterly Report of FY Program Obligations. Funding obligations are below the targeted figure due to project timing. Once the large interstate projects go to contract, the obligations should be more in line.

Request from Idaho Cattle Association to Operate Extra-length on SH-52 and SH-55. At the February meeting, the Association requested leniency in the 39-foot kingpin setting requirements on SH-52 and SH-55 due to economic hardship. Staff studied the off-tracking characteristics of different combinations on the routes in question.

The Board authorized District 3 to spend no more than \$15,000 and use state maintenance forces to widen nine curves on SH-55 between the junction of SH-44 and McCall, and one intersection on SH-52. Once the improvements are completed, staff is authorized to issue special permits to allow cattle haulers to operate on the subject routes with 48-foot semi-trailers not exceeding 65 feet overall length.

Car/truck Accident Statistics on Interstates where a Speed Differential Exists. The traffic engineers in Washington and Oregon were contacted. Neither state has accident data but each would be monitoring statistics to establish a data base for future analyses. The 1989 National

Highway Traffic Safety Administration's "Report to Congress on the Effects of the 65 MPH Speed Limit during 1987" concluded that it is impossible to evaluate the safety impact of a dual speed limit from the data received from states.

Exception to the Manual on Uniform Traffic Control Devices (MUTCD). The eighth exception covers short-term pavement markings on state-funded construction and maintenance work. The Board approved using the same cycle length as permanent markings and that the markings be at least one foot long.

Rule 39.02.12.01 (to be renumbered C.50) ^{41 mfd} will be processed with the approved exception according to the Administrative Procedure Act.

Signs Giving Specific Information in the Interest of the Traveling Public along the Interstate Highways and Other Fully Controlled Access Facilities (Logo Signs). A final rule in the January 23, 1989 Federal Register changed the wording in the MUTCD regarding the maximum number of logos permitted on each specific service sign from a "shall" condition to a "should" condition. This basically permits the states to develop their own standard as to the number of logos permitted on each service sign. Prior to this ruling, the maximum number of logos permitted was limited to six for gas and four each for food, lodging and camping.

The Board acknowledged recent requests for additional signing and approved a new policy increasing the maximum number of logo on specific service signs to six each for food, lodging and camping. The corresponding change to Rule 39.02.12.05 (to be renumbered C.52) will be presented to the Board when the policy has been rewritten.

Status Report on State Railroad Grade Crossing Protection Funds. One project in Boise and one in Twin Falls were accomplished with these funds in FY89. Proposed obligations for FY90 total \$129,000.

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

Stockpile 1538, Key 4407 - 40 Acres Yard. Only bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$221,500.00.

ST-84-3(507), Key 4579 - US-93/I-84 Interchange. Low bidder: C.L. Heilman Co., Twin Falls, Idaho - \$79,270.50.

RS-3707(5), Key 3727 - Jct. SH-45 Satellite POE. Low bidder: Idaho Sand & Gravel Co., Inc., Caldwell, Idaho - \$82,228.60.

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I-184-1(1)4, I-184-1(5)4, IR-84-1(12)45, FG-3271(44) and SR-RS-3782(12), Keys 2598, 2763, 2989, 3250 and 3296 - Boise Connector, Eagle Road Interchange, Eagle Road and Kuna-Amity. Low bidder: Gillingham Construction Co., Inc., Boise, Idaho - \$188,357.00.

IR-84-3(37)140 and I-84-3(35)155, Keys 4214 and 4157 - East Bliss Interchange-Tuttle and West Wendell Interchange Ramps. Low bidder: Franklin Construction, Inc., Paradise, California - \$310,965.00.

Quarterly District Sign Status Report. The first quarter of 1989 reflected a decrease of eight illegal and nonconforming signs.

Condemnation Action. The Board signed the order of condemnation on the following parcel as recommended by the Chief of Highway Operations:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Key No.</u>	<u>Route No.</u>
I-90-1(138)14	59-1 & 59-2	2601	I-90

Trade of Surplus Property, Materials Source KT-30, Key A0293, US-95. The Board executed the deed conveying depleted source KT-30 to Mel C. Hawkins, et ux.

Trade of Surplus Property, F-4113(75), Key 2500, US-95. The Board executed the deed conveying Parcel 27-R to Norma V. Smith, et al.

Rule 39.02.03.07, Selling Surplus Real Property Valued at \$1,000 or Less. SB1279 passed by the 1986 Idaho Legislature allowed the Board to promulgate a rule for sale of surplus properties valued at \$1,000 or less. The proposed new rule would remove the involvement of the State Land Board in the sale of low valued surplus property, expedite the appraisal and sale process, and allow for negotiated sale of covered surplus property.

The Board Chairman had several questions and suggestions regarding the proposed rule and asked that the draft be rewritten and submitted at the next meeting.

Rule 39.02.03.06, Highway Relocation Assistance for Persons Displaced by Public Programs. The Uniform Relocation Act of 1987 mandated that states have in place by April 2, 1989 statutory authority and appropriate rules to implement the federal uniform act. SB1362, passed by the Idaho Legislature in 1988, provided the statutory authority. Federal regulations were finally published in March 1989.

The Board approved the revisions to Rule 39.02.03.06 on an emergency basis retroactive to April 2, 1989. Final rule-making of Rule 39.02.03.06 (to be renumbered C.44) will commence during the 120-day emergency time frame.

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Sale of Material to Department of Parks and Recreation (DPR), Source Fr-65, SH-87. DPR asked to purchase borrow and stockpile material from a source on SH-87 for use at Henry's Lake State Park. The material is considered surplus to highway needs.

The Board approved sale of the material to DPR for a total price of \$10,751.25.

WHEREUPON, the Board meeting adjourned at 7:30 PM.



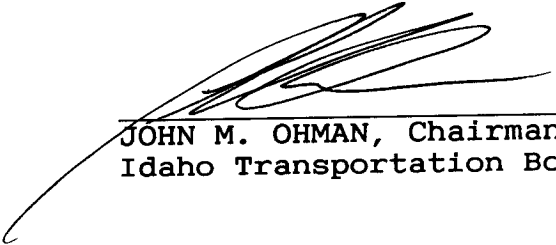
JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and Approved
May 12, 1989
Boise, Idaho

SUPPLEMENT TO THE APRIL 1989 MEETING OF THE
IDAHO TRANSPORTATION BOARD

April 20-21, 1989

Through telephone contact with Vice Chairman Marion Davidson on April 20, 1989 and Board Chairman John M. Ohman and Member Phil Batt on April 21, 1989 the Executive Assistant to the Board obtained approval for the Deputy Director to send out requests for proposals to continue the supportive services contract for disadvantaged business enterprises.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
May 12, 1989
Boise, Idaho

April 20, 1989

AAH098

SUPPLEMENT TO THE APRIL 1989 MEETING OF THE
IDAHO TRANSPORTATION BOARD

April 26, 1989

Through telephone contact with Board Chairman John M. Ohman, Vice Chairman Marion Davidson and Member Phil Batt on April 26, 1989 the Executive Assistant to the Board obtained approval for:

District 1 Engineer to enter into contractual and escrow agreements for the new District 1 Yard No. 1500. A deed will be executed in favor of Acuff et al for the excess property being exchanged and identified as Parcel 42-R of former Project No. 5116(12). The escrow agreement covers 24.09 acres, construction of streets and installation of utilities, \$419,744.36.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
May 12, 1989
Boise, Idaho

April 26, 1989

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

May 12-13, 1989

The Idaho Transportation Board met in regular session in Boise, Idaho on May 12, 1989 at 8:00 AM in the Transportation Building. The following people were present:

John M. Ohman, Chairman - District 1
Marion Davidson, Vice Chairman - District 3
Phil Batt, Member - District 2
Mary F. Detmar, Executive Assistant to the Board
Kermit V. Kiebert, Director
George J. Neumayer, Deputy Director
G. Keith Green, State Highway Administrator
Jack T. Coe, Division Administrator - Federal Highway
Administration
Judie Wright, Senior Financial Analyst - Governor's
Budget Office

Board Minutes. The April Board minutes were approved as distributed to Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

June 23, 1989 - District 2
July 23-26, 1989 - WASHTO, Portland
August 17-18, 1989 - District 1
September 15-16, 1989 - Boise
October 19-20, 1989 - District 6
November 16-17, 1989 - District 4

Delegation - Cort Conley, Cambridge. Mr. Conley asked the Board to issue a policy or directive stating that Idaho's ten designated scenic routes are off-limits to concrete Jersey guard rail. He further stated that the barriers are inappropriate on highways that parallel rivers or lakes. His primary objection is that the Jersey rail destroys the traveler's view of Idaho's landscape or scenery.

He requested reconsideration of some of the present installations in scenic areas which are better served - or better viewed - by the standard steel guard rail. According to Conley, a 10-foot stretch of the metal rail obscures only 47% of the view that a similar 10-foot concrete section does. Higher installation and maintenance costs of the concrete rail were cited as reasons for using the metal guard rail. Conley included other reasons for curtailing the use of Jersey barrier rail: metal is more flexible if hit, concrete contributes to highway fatigue, animals are trapped by the concrete rail, use of traditional steel guard rail will support Idaho's timber industry, and it has a negative impact on roadside vegetation by redirecting and concentrating water run-off.

May 12, 1989

Department of Parks and Recreation Chief of Operations Dokken offered help in exploring alternatives to concrete barrier rail along Idaho's highways. A letter dated May 9, 1989 from the Department of Commerce "encouraged use of complimentary highway barriers which add to the beauty of the land, rather than existing concrete barriers which clutter and commercialize our vistas."

Board Members asked staff to evaluate the suggestions, analyze cable-type guard rail, compare what other western states are using, and report back at the September Board meeting.

Delegation - Fruitland City Officials, Senator Fairchild and Local Residents. Mayor Wozniak asked the Board to consider an alternate route for US-95 which follows a section line between Fruitland and Parma approximately two miles east of the existing highway. The current project from Parma to the Canyon-Payette County line, F-3111(38) and (39), includes reconstruction and realignment of US-95 and is scheduled in FY90. The Mayor said heavy school bus traffic on US-95 caused safety concerns because of the many stops required on the busy two-lane highway. He also believed that the two lanes planned through the City of Parma in the current project to improve US-95 on its present alignment were not adequate.

Local resident Doug Dorsing said the alternative alignment has less impact on canal and irrigation systems. District Engineer Dick said the proposed alternate had been looked at but no formal study was done. Dorsing said the new route would go through undeveloped ground and a materials source is available adjacent to the proposed alignment.

Senator Fairchild supported the request because it would provide the shortest north-south route, a bottleneck would exist in Parma without the bypass, and it would eliminate the jogs in the highway.

Mayor Wozniak said Payette County had been approached and would not be opposed to taking old US-95 on its system if the new route was constructed. He also recognized the need to consider the extension of the road to Nyssa in any evaluation of the proposal.

Senator Fairchild said he would contact Canyon County and Payette County to ascertain if either entity would assume responsibility of the old road if US-95 was constructed on a new alignment.

The Board indicated staff would consider the remarks and report back on its findings.

May 12, 1989

Director's Report. At an IBM Management Conference in Arizona, the Director learned that most new things being introduced were already being done by the Department.

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During a conference for Western Chief Administrative Officers and FHWA officials, state directors offered their thinking and desires for the upcoming Surface Transportation Assistance Act.

Eighty communities were involved in the third annual "Idaho is Too Great to Litter" pick-up day on May 6.

Board Policy B-18-02, Personnel Actions. The Board approved and the Chairman signed the revised policy that ensures that the Board is advised of all personnel actions affecting section supervisors and above prior to selection.

Highway Users Federation (HUF) Evaluation of the Department. Deputy Director Neumayer received approval in March to negotiate with HUF for a review of ITD operations. Since that time, it has been learned that a National Cooperative Highway Research project using market research to improve management of transportation systems is similar in scope to the HUF proposal.

The Board agreed to postpone further actions with HUF until the Highway Research project can be reviewed.

Department Audits. The Board reviewed the report on the survey of ITD's financial management activities from the U.S. DOT's Office of Inspector General dated March 16, 1989. Findings and recommendations: "Management practices, audits by the State's Legislative Auditor and ITD Internal Auditors, and oversight by FHWA are providing reasonable assurances that costs reimbursed with federal-aid highway funds are eligible for participation. Discrepancies identified during the survey were neither systemic nor material and generally reflected isolated instances."

Internal Review Section. Internal Review Manager Bello explained the internal and external audit function of the section.

Supportive Services Contract for the Disadvantaged Business Enterprise (DBE) Program. Four firms responded to the requests for proposals sent out in April. An internal committee evaluated the proposals and recommended that Compliance, Inc. be selected.

The Board approved the recommendation and authorized staff to enter into a contract with Compliance, Inc. to provide supportive services for the DBE program for the coming year in the amount of \$90,000.00.

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Truth in Mileage Act of 1986, Effective April 29, 1989. Sellers of vehicles must now provide purchasers with a statement showing the correct odometer reading unless the vehicle is ten or more years old or is over 16,000 pounds. Sellers who hold a new blue Idaho title do not have to complete a separate statement but must declare the odometer reading on the title. Odometer forms are available at county assessor's offices throughout the state. The Motor Vehicle Bureau staff will consider developing legislation to bring this process under state law.

Motor Carrier Audit Report, FY88. During FY88, 727 audits were conducted with a total assessment of \$895,978 and of that amount, \$750,215 was paid. Audit expenses totaled \$305,859.

In response to a previous Board inquiry, Chief of Motor Vehicles Kraemer discussed the audit selection process. Until December 1988 accounts were chosen based on cost effectiveness. Because of allegations by the trucking industry that only large companies are audited, accounts were then selected on a random basis. The Board reviewed those results and determined that the previous selection method was more productive and authorized staff to continue under guidelines used prior to December 1988.

Spanish Drivers License Written Examination and Manual. Additional information requested at the April meeting was provided. The Board determined that the need exists and directed staff to prepare and issue the written test and manual as recommended at a cost not to exceed \$6,000.

Commercial Drivers License (CDL), Status Report. Senate Bill 1001 passed during the 1989 session of the Idaho Legislature gave ITD the approval to begin issuing the new CDL on April 1, 1990. A CDL Task Force has been formed to clarify some of the definitions used with the CDL law. Design of the drivers license is being changed to help curb the increasing production of fraudulent licenses and to accommodate the CDL. Third parties have to be located and trained to administer the road tests. Two CDL field coordinators will be hired to train the third-party contractors. CDL drivers manuals have to be prepared and distributed. A public information program will be developed to inform the public of required changes. The drivers license data processing system at headquarters and in the counties must be completely redone to accommodate the CDL and its requirements.

License Plate Information. In April the Board asked staff to identify which states use only one plate, and what material is being used in manufacture. The Motor Vehicle Manufacturers Association reports that 21 jurisdictions require one license plate. The majority of states use aluminum rather than steel and all but one are made of reflectorized material. Idaho uses a .032 thickness aluminum

and the Board asked Chief of Motor Vehicles Kraemer to look into using a lesser thickness as some other states are doing.

Personalized License Plates. Rule 39.01.32.26 defines what criteria are used to reject applications for personalized license plates. The Board agreed the subject is sensitive but came to no consensus on clear guidelines.

Rule D.08, Operations on State Airports. Chief of Aeronautics Miller redrafted a rule presented to the Board in September 1988 to require that refueling at state airports would be done according to procedures established by the Bureau. Legal counsel determined that it is appropriate to require compliance with accepted refueling standards, rather than to only recommend compliance. CAB Miller considered the aerial spraying permit requirements, contacted aerial applicators and opted to leave the portion of the rule intact.

The Board approved the new rule as rewritten and authorized its Executive Assistant to process it through the Administrative Procedure Act.

Cash Flow Forecasting. The forecasting system estimates monthly cash balances over a three-year period. The information is used to measure the impact of various options which aids management and the Board in making decisions concerning state and federal highway construction funding availability. The Board appreciated the figures provided.

The Board members had a working lunch, then recessed at 12:30 PM.

The Board, staff members Kiebert, Detmar, Green and Dick, and FHWA Administrator Coe and Budget Analyst Wright departed from Boise to Nampa via I-84.

Delegation - Nampa Mayor and City Engineer. Mayor Goering would like to see the 11th Avenue underpass completed through the design stage so that any special funds could be utilized immediately when available. State Highway Administrator Green assured him that there would be enough time to complete design of the structure between the time funds were identified and ultimately secured. The underpass would proceed through concept stage now. In the meantime, the urban project would be completed.

City Engineer Bledsoe asked about plans for the Karcher interchange on I-84. He was informed the project will be completed through the right-of-way plans phase as scheduled.

From Nampa, the tour continued on Nampa-Caldwell Boulevard, US-30, to Caldwell.

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Delegation - Canyon County Commissioners and Senator Smyser. Commissioner Chase and Koch wanted the Board to look at an interchange on I-84 at Middleton Road. SHA Green provided a historical background of the FHWA-approved access on I-84 between Caldwell and Nampa at Ustick and Karcher Roads. The location at Karcher Road was determined after a public hearing and at that time, the Board instructed staff to look at access from Middleton Road when the Ustick interchange was constructed. Senator Smyser said he could not support any alternative unless access to Middleton Road is provided.

Staff will provide to the Canyon County Commissioners the following answers to their questions:

- Estimated construction costs of an interchange on I-84 at Karcher Road and one at Middleton Road;
- Costs to highway users of each alternative;
- Right-of-way costs associated with each interchange;
- Distance between proposed Karcher interchange and existing off-ramps.

In the meantime, Board members asked staff to evaluate frontage road connections to Middleton Road from the proposed Karcher interchange. Those various alternatives should be included at the design public hearing scheduled for late June.

After the meeting, the Board and staff traveled I-84 and US-20-26 to Parma.

Delegation - City of Parma Officials, Senator Smyser and Local Residents. Mayor Romanko asked for an update of the current project on US-95 north of Parma to the Canyon/Payette County line. Chairman Ohman said a delegation from Fruitland had requested that the Board consider an alternate route. He assured the delegation that the existing project would proceed to the public hearing as planned but could be delayed. The Mayor would be advised of any change in the time schedule. All were encouraged to attend the hearing, to be announced in area newspapers, and express their opinions. The Board will then review the testimony and render its decision.

Senator Smyser expressed his support for the current project but said whatever alternative was chosen, existing US-95 should be improved.

From Caldwell, the tour continued on US-95 to Weiser.

Delegation - Weiser City and Chamber Officials, Highway District Commissioners, Washington County Commissioners, and

State Legislators Fairchild, Hartung, Sutton and Jones. An overview of the proposed Olds Ferry Road connection between US-95 and I-84 in Oregon was provided prior to the group being taken on a driving tour of the area.

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The Board members and staff departed Weiser and traveled US-95 and SH-55 to McCall where they remained overnight.

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The regular meeting of the Idaho Transportation Board continued in McCall at the Shore Lodge at 8:00 AM on May 13, 1989.

Delegation - Mayor of Riggins. Mayor Barton has been informed by Barbara Wilson, Executive Director of the Scenic US-95 Association, that a possibility existed whereby federal highway construction funds might be jeopardized due to high levels of noise. The Board told Mayor Barton they were unaware of such a possibility but would check with Ms. Wilson about her source.

Mayor Barton questioned area projects and was told that District 2 Engineer Clayton would meet with him about project timetables. The Mayor will also be informed if a project on US-95 through Riggins is placed on the six-year program during the Board's review in September.

Delegation - Lewiston City Councilman. Councilman Wing presented the Board with letters of commitment from the Port of Lewiston in the amount of \$50,000 and from the Port of Whitman County for \$50,000 to improve Down River Road. He had approval from the City of Lewiston for another \$75,000 and would provide written confirmation of that fact. He suggested that Nez Perce County, the Port of Clarkston and the City of Clarkston might contribute another \$100,000. The Board congratulated him and Lewiston Port Manager Alldredge on their efforts and encouraged them to seek additional support from the private sector.

The Department is working with Congressmen Symms and Craig to use demonstration funds to complete the project. Councilman Wing will be kept informed of these efforts.

Major construction on Down River Road would be planned for FY92 but work would be done to keep the road in good condition until then.

State Highway Administrator's Report - Miscellaneous Items. The Board reviewed the legal authority limiting the expenditure of state funds under its control to the state highway system. No further action on this inquiry was taken.

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108 Contractors on federal-aid highway construction contracts are required by federal regulation to subcontract a percentage (usually 10%) of the contract to certified minority or women-owned businesses, or undertake and document their "good faith efforts" to reach the goal. ITD has never interfered in the subcontracting activity of prime contractors. To do so for the DBE program could jeopardize relations with prime contractors and establish an unwelcome precedent in the contracting community. FHWA has requested a statement of ITD's position on this issue to resolve a complaint filed against ITD. The Board reviewed the background information provided, discussed the matter at length and recommended that staff advise FHWA that ITD will not require contractors to accept higher quotations from DBEs as evidence of "good faith efforts" to meet the DBE contract goal.

SHA Green informed the Board that total preliminary engineering costs on the design of SH-21 through Macron property was \$88,400.

The Idaho Personnel Commission was asked but declined to provide the ethnic/gender data collected from employment applications on the basis the information is confidential. ITD wanted to use the data to monitor employment selection processes and report to FHWA on affirmative action goals. The hiring registers do not include ethnic/gender information. The Board preferred to let the Governor's Task Force on Affirmative Action follow through on the request.

In light of the Board's interest in employment practices, SHA Green produced the register from the last District Engineer vacancy.

SHA Green was asked to accept a position on AASHTO's Standing Committee on Highways. The Board deemed it an honor and believed Idaho should be represented on this major committee. SHA Green would serve as a member from Region IV for a period of five years.

Proposed Abandonment of Portions of SH-7 and SH-64.
Appropriate local jurisdictions have been contacted by DE-2 Clayton and letters have been sent to state legislators about the Board's proposed relinquishment of portions of SH-7 and SH-64. Public hearings will be scheduled in June to accept testimony on the impact.

Designation of US-95 as Idaho's Centennial Highway.
Barbara Wilson, Executive Director of Scenic US-95 Association, had requested the Board to officially designate US-95 as Idaho's Centennial Highway. The Board suggested that the request should be directed to the Centennial Commission for consideration. Any special designation would be done by the Transportation Board upon recommendation from the Centennial Commission.

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Annual Approval of Idaho's County Highway Systems.
Section 40-603, Idaho Code, provides for the annual approval by the Board of county road systems. Sections 40-610 and 1316, Idaho Code, require the counties to report annually on the "condition of the work, construction, maintenance and repair of all highways within the county." These annual reports certify the number of improved road miles for each county which qualify for the distribution of highway users funds under Section 40-709, Idaho Code.

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A tabulation showing improved and unimproved miles for each county and highway district based on annual reports for the year ending December 31, 1988 was reviewed and approved by the Board.

Modification of the Federal-aid Primary (FAP) and Federal-aid Secondary (FAS) Allocation Formula to the Districts. In 1986 the Board adopted the following allocation formula for the FAP and FAS programs:

2/3 District's % of Highway Needs Project Costs
+ 1/3 District's % of Highway Investment Analysis
Program (HIAP) Project Costs
= District's % of Allocated Funds

The currently available Pavement Performance Optimization model measures the cost effectiveness of pavement projects and is much more reflective of the true benefits of a given pavement project, considering life cycle costs. Combined with the lane miles of highway in each District, staff believed it provides a more defensible allocation formula. The proposed formula, therefore, would be:

1/2 District's % of Pavement Performance Optimization
Project Costs
+ 1/2 District's % of Lane Miles
= District's % of Allocated Funds

The Board asked to be advised of the District's reaction to the proposed formula before making a decision.

Consultant Agreement for Underground Storage Tanks (UST). Regulations from the Environmental Protection Agency (EPA) could potentially have a significant impact on the Department's underground storage tanks. The current inventory shows 240 tanks, with 50 having been installed prior to 1965. Since 25-50% of these older tanks would be expected to require replacement due to leakage, initial cost is estimated to be about \$600,000 including clean up. Additional first-year costs for tightness testing could amount to \$40,000. To fully comply with EPA guidelines,

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annual budget needs between 1990 and 1998 are estimated at \$500,000 to \$1,000,000.

Staff recommends that a consultant firm be hired to study ITD's fuel management practices to determine feasible alternatives to the program of testing, replacing and upgrading existing storage tanks. The Board agreed and authorized staff to negotiate a consultant contract not to exceed \$50,000.

State Institution Road Improvements. Pursuant to Board request, staff provided a history of the work performed at state institutions and paid from state highway funds. The Board has had a policy since 1952 to comply with Section 40-310(14), Idaho Code. Allocations have varied for a number of years but have remained constant at \$30,000 annually since 1969. No further action by the Board was taken.

Visitor Information Center at Huetter Rest Area, I-90. The Department of Parks and Recreation requested that a visitor information center be constructed at the eastbound Huetter rest area. In order to coincide with 1990 Centennial celebrations, the Board added the project to the FY89 Interstate Rehabilitation program in the amount of \$82,000. Parks and Recreation agreed to provide matching funds of \$6,400 from the Recreational Vehicle Account.

Rule C.62 (formerly 39.02.12.05), Logo Signs. In April the Board approved a change in the policy governing signs giving specific information in the interest of the traveling public along interstate highways and other fully controlled access facilities; i.e. logo signs. The corresponding rule change was presented to the Board and approved for processing through the Administrative Procedure Act. The new numbering and formatting system is incorporated in the revised rule.

Permit to Use Right-of-way, Projects FI-1024(1) and I-IG-15W-4(10)73, Key A1797, I-86 and US-30. The J.R. Simplot Company requested a new approach along US-30 to serve an expanded parking area. The proposal would enhance public safety and granting the request would not be detrimental to the highway.

The Board approved the request and signed the appropriate quitclaim deed.

Permit to Use Right-of-way #4-89-080, Project S-2862(4), Key A2312, SH-27. The owner applied for a permit to widen the existing 20-foot farm approach at Sta. 210+48 left to 40 feet and remove the use restriction. No undue operational problems are foreseen.

The Board approved the request and signed to appropriate exchange deed.

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Condemnation Action. The Board signed the order of condemnation on the following parcels as recommended by the Chief of Highway Operations:

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<u>Project No.</u>	<u>Parcel No.</u>	<u>Key No.</u>	<u>Route No.</u>
M-8753(001)	13, 13-E-1, 14, 15 & 16	2613	US-95

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

STM-6471(657), Key 4493 - Dry Bed, Snake River Bridge.
Low bidder: Highway Services, Inc., Rogers, Minnesota - \$134,764.52.

BR-F-3291(24), Key 1492 - Mores Creek Bridges. Low bidder: Cannon Builders, Inc., Blackfoot, Idaho - \$1,658,268.92.

F-6501(38), Key 3840 - Yellowstone Avenue, Lincoln Road to Idaho Canal. Low bidder: Penhall International, Inc., Anaheim, California - \$290,926.80.

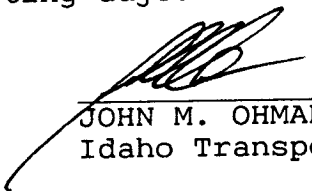
STM-6353(524), STM-6353(527) and STM-1900(501), Keys 3945, 4085 and 4354 - Jct. SH-75 North, Mackay Reservoir - Sawmill Gulch Road and Challis business loop. Low bidder: Lone Pine Equipment Co., Inc., Kimberly, Idaho - \$136,330.15.

From McCall, the tour continued on SH-55 to Banks, then on the county road to Lowman, and into Boise on SH-21.

Alternate Hearing Officer. Since Jim Hill retired, no alternate officer has been appointed. The Board asked that the job description be point factored and presented at the next meeting.

Monthly Reports to the Board from District Engineers. The District 2 Engineer is currently making a monthly report to Board Member Davidson of major projects and any politically or socially sensitive issues. Board members Ohman and Batt said they would like to receive similar information from their District Engineers, and suggested DE-2 Clayton share his format with the other District Engineers.

WHEREUPON, the Board meeting adjourned at 4:00 PM.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and Approved
June 23, 1989
Boise, Idaho

May 13, 1989

SUPPLEMENT TO THE MAY 1989 MEETING OF THE
IDAHO TRANSPORTATION BOARD

May 19 & 25, 1989

Through telephone contact with Board Vice Chairman Marion Davidson and Member Phil Batt on May 19, 1989 and with Board Chairman Ohman on May 25, 1989, the Executive Assistant to the Board obtained approval for the following:

Award of contract on Project BR-SOS-4000(7), Key 2980 - Calder Bridge. The low bid was more than ten percent over the engineer's estimate. The estimate did not reflect the remoteness of the site and the price of borrow did not include any cost for drilling and shooting. Shoshone County was advised of the bids and agreed to contribute the local's share of the increased cost. The Board concurred in award of the contract to the low bidder: A & R Construction, Inc., Lewiston, Idaho - \$720,582.46.

Award of contract on Project I-90-1(138)14, Key 2601 - Fernan Ranger Station. The low bid was more than ten percent over the engineer's estimate. Recent construction costs in North Idaho have reflected a 10-20% increase in materials and labor costs compared to 6-12 months ago when the engineer's estimate was prepared. The building is urgently needed to clear the right-of-way for the I-90 projects east of Coeur d'Alene. The Board agreed to award the contract to the low bidder: Shea Construction, Spokane, Washington - \$1,444,700.00.

Initiation of negotiations on Parcels 16 and 17 in excess of \$100,000 on Project DE-0083(04), Key 3976, I-184. The Board also granted additional authority to settle within 10% of the reviewed fair market value if necessary.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
June 23, 1989
Boise, Idaho

May 25, 1989


SUPPLEMENT TO THE MAY 1989 MEETING OF THE
IDAHO TRANSPORTATION BOARD

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May 23 & 25, 1989

Through telephone contact with Vice Chairman Marion Davidson and Member Phil Batt on May 23, 1989 and with Board Chairman Ohman on May 25, 1989, the Executive Assistant to the Board obtained approval of:

Extending the emergency provisions on Rule B.71 (formerly Rule No. 39.01.33.02) on Drivers License Violation Point Count System. The rule was revised effective January 1, 1989 through May 6, 1989 on an emergency basis in order to reflect the Idaho Code Section number changes as a result of Title 49 recodification. Emergency and regular rule-making will occur simultaneously and will incorporate the Idaho Code Section number changes as well as the new numbering and formatting system.


JOHN M. OHMAN, Chairman
Idaho Transportation Board

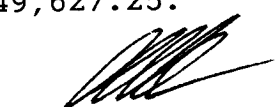
Read and approved
June 23, 1989
Boise, Idaho

SUPPLEMENT TO THE MAY 1989 MEETING OF THE
IDAHO TRANSPORTATION BOARD

May 26 & 30, 1989

Through telephone contact with Vice Chairman Marion Davidson on May 26, 1989 and with Member Phil Batt on May 30, 1989, the Executive Assistant to the Board obtained approval for the following:

Award of contract on Projects STM-90-1(525), STM-5760(507) and STM-90-1(526), Keys 4391, 4128 and 4393 - Northwest Boulevard interchange to Blue Creek Bay and Wallace to Burke and I-90 ramps. The low bid was more than ten percent over the engineer's estimate. Analysis revealed that the estimate did not take into account the increased costs to seal coat ramps on nine interchanges. The Board agreed to award the contract to the low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$349,627.25.


JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
June 23, 1989
Boise, Idaho

May 30, 1989

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD
AND TOUR OF DISTRICT 2

June 23, 1989

The Idaho Transportation Board met at the Grangeville Airport at 8:15 AM on June 23, 1989 to begin its tour of District 2. The following people were present:

John M. Ohman, Chairman - District 1
Marion Davidson, Vice Chairman - District 3
Phil Batt, Member - District 2
Mary F. Detmar, Executive Assistant to the Board
Kermit V. Kiebert, Director
G. Keith Green, State Highway Administrator
Jim Clayton, District 2 Engineer
Jack T. Coe, Division Administrator - Federal Highway Administration

Delegation - Senator Ron Beitelspacher. The Senator requested scenic designation of SH-13 from Grangeville easterly to a junction with Mount Idaho Road (FAS 4703), following Mount Idaho Road to SH-14, then northerly along SH-14, SH-13 and US-12 to Kamiah. The request goes along with a Senate Concurrent Resolution introduced by the Senator in 1988.

Senator Beitelspacher also expressed concern about excess material from highway construction projects being dumped into Idaho rivers. He urged careful placement of any material being moved and suggested a committee of state and federal agencies be established to coordinate any activity affecting river corridors.

The Senator inquired about highway signing on routes that are relinquished to local jurisdictions and encouraged some control be retained to ensure adequate and uniform signing. SHA Green said the national standards outlined in the Manual on Uniform Traffic Control Devices govern signing on all highways.

Senator Beitelspacher also asked the Board to relocate a turnout on US-95 south of Whitebird. He said that during a recent 24-hour port of entry operation, excessive truck noise was disturbing local residents. Staff will evaluate the suggestion and make a recommendation at the August Board meeting.

From Grangeville, the Board and staff drove SH-13 (Harpster Grade) and viewed the improvements made by District 2 with state forces. The tour continued on US-12, SH-64, SH-62 and US-95 to Lewiston via the Lawyer's Canyon project.

June 23, 1989

The regular monthly Board meeting convened at the District 2 conference room at 1:00 PM. Deputy Director Neumayer was in attendance.

Board Minutes. The May Board minutes were approved as distributed to Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

July 23-26, 1989 - WASHTO, Portland
 August 17-18, 1989 - District 1
 September 15-16, 1989 - Boise
 October 19-20, 1989 - District 6
 November 30-December 1, 1989 - District 4 (Changed from
 November 16-17)

Director's Report. Director Kiebert outlined proposed 1990 legislation: a bill of corrections for the commercial drivers license legislation passed in 1989; adding up axle weights to get gross weights; a housekeeping bill to provide for continual appropriation of the Local Highway Needs Assessment Account, the Railroad Grade Crossing Account and the Local Bridge Inspection Account; and a possible aviation revenue increase. Board Member Batt expressed concern that the Governor has taken a position of no new taxes and asked the Director to check with him regarding an aviation increase. An elimination of the 39-foot kingpin restriction for semitrailers on certain routes will be held until the WASHTO uniformity effort is further along.

At a meeting of Department Directors, the Governor said no budget supplements for FY90 would be allowed. He instructed all directors to look carefully at their agency merit programs since the Legislature seems to favor that method of providing employee salary increases.

Chief of Transportation Services Lydston testified before the Senate Subcommittee on Water Resources, Transportation and Infrastructure in Washington, D.C. on U.S. Senate Bill 432, Scenic Byways Study Act of 1989. Idaho supported the concept of updating a national scenic road study but opposed S.432 which, in its present form, could be a basis for eliminating state authority in scenic route designation. The bill also included prohibitive language that could be used to prevent use of federal-aid highway funds for scenic road improvements. Idaho was the only opponent invited to present testimony. Senator Symms was pleased with the testimony and is supportive of the Department's concerns.

Board Chairman Ohman, Director Kiebert, Chief of Highway Operations Fiala, Contract Administration Supervisor Hedges and District Engineers Meyer and Frank attended the Associated General Contractors meeting in Idaho Falls. Local projects were discussed and contractors' questions answered.

June 23, 1989

Director Kiebert suggested similar meetings be conducted in southwest and north Idaho.

Member Batt questioned the need for several people to attend the same out-of-state meeting. Deputy Director Neumayer explained specific travel questioned.

Herb Kinney, Registration Services Manager, was elected Region IV President of the American Association of Motor Vehicle Administrators. Idaho will host the regional conference in Coeur d'Alene in June, 1990.

Director Kiebert recommended that the Office of Highway Safety be identified as the Governor's Office of Highway Safety when public policy on social issues (such as seat belts) is involved. Separate news releases would be issued and special letterhead used under this concept. Board Chairman Ohman reiterated his concern over the split representation and believed the media would make no distinction. Board Member Batt suggested the Director discuss the issue with the Governor to determine his opinion on the Office being separately identified. The Director will report back to the July meeting.

The Division of Highways received an outstanding achievement award for mined land reclamation at Henry's Lake in 1988. The award was presented by the Idaho Department of Health and Welfare, Idaho Department of Water Resources, Idaho Fish and Game Department, Idaho Department of Lands, U.S. Department of the Interior (BLM) and U.S. Department of Agriculture (USFS).

Idaho again received the national award for the "Take Pride in America" program for its annual litter pick-up efforts. The award will be presented by the U.S. Departments of Interior, Education and Agriculture at a national ceremony in Washington, D.C.

Alternate Hearing Officer. Deputy Director Neumayer presented the Personnel Commission's determination on point factoring of the position. According to Hay factoring guidelines, the existing position and pay grade to which the responsibility would be assigned would determine its impact and value.

The Board asked Mr. Neumayer to solicit interested applicants and report back.

Out-of-state Travel. Deputy Director Neumayer said the Department's long-standing policy to approve only certain out-of-state travel requested has screened out almost all those not acceptable. The Board was satisfied that excessive out-of-state travel is not allowed.

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Uncollectible Motor Vehicle Accounts. The Board reviewed the collection history of fifty motor vehicles accounts over \$1,000 deemed to be uncollectible. The accounts resulted from unpaid weight-distance taxes, penalties and registration fees. Board Members Ohman and Davidson (Batt abstained) approved writing off the accounts as recommended.

Delegation - Aeronautics Advisory Board. Harry Merrick was recently elected Chairman; Pete Hill acted as spokesman on the following issues:

- Additional state aircraft. Procurement of an aircraft was suggested, without purchase, from military surplus, gift, government confiscation, rental or lease. Ridership of existing aircraft is up 30% according to Chief of Aeronautics Miller. He distributed an aircraft cost comparison between commercial, charter and state operations. He credits the increased usage of state aircraft to a recent information campaign by Bureau personnel. Staff will investigate the suggested sources for additional aircraft and report to the August Board meeting.

- Federal radar coverage over Idaho. Adequacy of coverage between Pocatello and Boise via the Magic Valley was of concern. The Advisory Board asked if the CAB could request the Federal Aviation Administration to lower the radar floor to 10,000 over Magic Valley and, if that effort was unsuccessful, contact Idaho's congressional delegation. The Board approved the request to FAA and asked for a report on that initial attempt.

- Master airport plan. The Advisory Board strongly urged that the plan be concluded as soon as possible; the Transportation Board agreed.

- Travel by Advisory Board and Aeronautics staff. The following meetings were recommended for approved travel, listed in priority order: National Association of State Aviation Officials (NASAO) annual meeting; American Association of Airport Executives (AAAE) northwest meeting; International Northwest Aviation Council (INAC) annual meeting; AAAE annual meeting; and Association of Idaho Cities statewide meetings. The Board asked Deputy Director Neumayer to discuss the out-of-state travel plans with the Governor and make a recommendation at the July meeting.

- Funding of airport projects. Advisory Board Member Hill suggested that a revolving loan program be used instead of the current airport grants-in-aid program. Chief Legal Counsel Trabert will verify the legality and report at the July Board meeting.

- Aviation funding increase(s). Director Kiebert will discuss the matter of tax increases in 1990 with the

Governor. Depending on the Governor's reaction, Chief of Aeronautics Miller may seek input from aviation users this summer about proposals to increase aviation revenue.

In other matters, CAB Miller said that Idaho Falls is trying to obtain a C-131 aircraft from the Military Division for a static display. The Board asked to be kept informed of the progress.

Revised FY90 State Airport Grants Program. Due to budget savings in FY89, the Bureau revised the FY90 state airport grants program as shown in Exhibit C-282 which is made a part hereof with like effect. The Board approved the revised program as recommended by the Aeronautics Advisory Board.

Delegation - Scenic Route Committee. Tim Roehr represented a group interested in scenic designation of US-12 from the US-95 junction to Kooskia and SH-13 from Kooskia to Grangeville, with a fair weather alternate of SH-14 and Mount Idaho Road. He cited the scenic and recreational opportunities and recommended scenic pull-outs and overlooks as well as appropriate signing along the route. His committee plans to publish a brochure and an audio cassette guided tour. He provided letters of support from the Cities of Kamiah, Kooskia, Orofino and Peck, Clearwater County Commission, Chambers of Commerce from Kamiah and Orofino, plus several merchants on US-12.

The Board took the matter under advisement until later in the meeting.

Delegation - Lewiston City Council. Councilman Wing listed an additional \$110,000 from various sources to the already committed \$100,000 for improvements to Down River Road:

City of Lewiston	\$75,000
Nez Perce County	25,000
Stegner Grain & Seed	5,000
Longview Fibre Co.	2,000
3 B's Transportation Co.	1,000
Sortwell, Inc.	1,000
Zirbel Transport, Inc.	1,000

Councilman Wing believed further contributions might be forthcoming from Potlatch Corporation, Tidewater Company and the Port of Portland. The Board indicated it would make its decision regarding addition of Down River Road to the state highway system upon receiving confirmation of funding from these sources.

Auditing of Canadian Commercial Carriers. In response to a Board inquiry, Chief of Motor Vehicles Kraemer said tentative plans are to audit approximately 80 Canadian

accounts in June/July 1990. The British Columbia Motor Vehicle Department has written to the immigration authorities to obtain the proper authority for ITD staff to audit in Canada.

Limited Hours at Cedars Port of Entry, I-90. With the joint Idaho/Montana POE at Haugan, Montana now open and fully operational, the Cedars POE on I-90 north of Coeur d'Alene will be scaled back to 10 to 20 hours per week.

Personalized License Plates. Chief of Motor Vehicles Kraemer brought the subject before the Board again to present additional information about the restriction on issuance of certain personalized license plates. Rule No. 39.01.32.26 allows staff to refuse plates that contain terms which may be offensive, obscene or have sexual connotations. In addition, the Special Plates Section does not issue personalized plates which have religious meaning or significance such as "John 3 16" because, by so doing, the Section could not refuse plates having satanic or cultic meaning or connotation. Legal staff determined that if ITD granted a plate with a Christian term, all other requests would have to be allowed. The First District Court of Appeals in California rendered a decision dealing with whether or not refusal to issue personalized license plates with a meaning determined to be contrary to good order or decency is a violation of the requestor's First Amendment right of freedom of expression. The court said the state has the right to protect the legitimacy, credibility and reliability of its symbols and emblems because of the substantial impact it may have on public attitudes and behavior. The vehicle owner is not prevented from placing any language on a bumper sticker or license plate bracket. The only restriction on the owner's conduct is the use of the government-issued identification mechanism for the expression.

The Board voted 2 to 1 to leave current practices intact.

Rule No. B.07, Titling of Specially Constructed or Reconstructed Motor Vehicles. The rule (formerly numbered 39.01.32.22) was revised to incorporate language and procedures consistent with House Bill 378, passed by the 1989 Idaho Legislature, effective January 1, 1990. As requested by industry representatives, staff was able to immediately implement some of the procedures outlined in the legislation. Those changes are reflected in the rule revision along with the new numbering and formatting system. The rule will sunset December 31, 1989.

The Board approved the rule revisions and authorized its Executive Assistant to process it through the Administrative Procedure Act.

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Rule No. B.21, Audit of Highway Use Fees. Senate Bill 1155 passed by the 1989 Idaho Legislative provided for a process for commercial and farm vehicle owners who want to appeal highway use fee assessments. Appeals may be filed within 30 days after receipt of assessment, the Department has 20 days to schedule an informal conference, and 10 days to provide a written report of the conference to the owner. The rule was renumbered (formerly 39.01.32.03) and reformat-
ted under the new system.

The Board approved the rule revisions and authorized its Executive Assistant to process it through the Administrative Procedure Act.

Rule No. B.70, Restricted Driving Permits. The amended rule (formerly 39.01.33.01) removes segments that apply to the judicial system. Language was added to allow for a restricted driving permit for the conviction of fleeing or attempting to elude a peace officer on the first or second offense only. The rule was also renumbered and reformatted in compliance with the new system.

The Board approved the rule revisions and authorized its Executive Assistant to process it through the Administrative Procedure Act.

Rule No. B.73, Accident Prevention Course. House Bill 297 passed by the 1989 Idaho Legislature provides for a reduction in insurance premiums of persons 65 years of age and older who complete an approved accident prevention course. The discount continues for three years after course completion, as long as the insured is not involved in an accident in which he/she is at fault, or found guilty of a moving traffic violation. The new rule sets the criteria and contents of an acceptable course.

The Board approved the new rule and authorized its Executive Assistant to process it through the Administrative Procedure Act.

State Highway Administrator's Report - Miscellaneous Items. SHA Green reported that a preliminary investigation revealed that approximately two thirds of US-95 traffic would be diverted to a new alignment recently suggested between Fruitland and Parma (see May 1989 minutes). The Board agreed that a feasibility study of the new route should continue and recognized that the existing project planned on US-95 could be delayed at least two months.

At the AASHTO Chief Engineers' meeting, SHA Green learned that eight states are doing studies on privatization of rest areas. Because of Clean Air Acts, gasohol or alternative fuel may be mandated in the future. A court has ruled that selling of newspapers in rest areas is legal. A

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new FHWA interchange policy may make it difficult to obtain 121
approval for additional Interstate accesses.

Another appraisal is being obtained on the May Trucking parcel on the Payette project, M-8753(001), Key 2613. Because the company will not stipulate, the project could be delayed until 1990.

The City of McCall indicated it was not interested in a interim bypass of the city located on Deinhard Lane and Mission Street which was proposed by the Board. The City also indicated it would erect its own snowmobile bridge across the Payette River. (See March 1989 minutes.)

Traffic Signal at Gowen Road Interchange, I-84. In October 1988 Ada County Highway District closed Federal Way at the New York Canal to rebuild the structure. This forced Micron employees to use the Gowen Road interchange on I-84. Traffic congestion quickly developed and vehicles were backed up on the interstate. Micron officials were insistent upon a signal at the intersection and Department officials understood Micron would pay for the ACHD installation. ACHD was asked to participate on the basis that one-third of the signal installation serves eastbound traffic on Gowen Road which is under its jurisdiction. Both Micron and ACHD refused to pay for the signal.

The Board approved the expenditure of state funds in the amount of \$44,115.68 for the signal installation.

Research Agreement with the University of Idaho. The scope of each study is jointly developed by ITD and U. of I. Topics recommended for this year are: 1) economic assessment of port of entry operations; 2) estimating vehicle delay at two-way, stop-controlled intersections; 3) development of procedures for setting winter level of service standards; and 4) subgrade resilient modulus parameters for Idaho pavements.

The Board approved the agreement with the Civil Engineering Department at the University of Idaho for FY90 in an amount not to exceed \$100,000.00.

Acceleration of Project F-3112(042), Key 2224, Devil's Elbow, US-95. The project is designed and developed to the point of contract letting. All right-of-way negotiations have been completed. ITD can use Interstate 4R funds on US-95, and it would not result in the delay of any projects which can be ready for construction.

The Board approved accelerating the Devil's Elbow project from FY90 to FY89 and authorized the use of Interstate 4R funds.

Urban Funds Exchange Project. Staff evaluated an urban exchange program similar to the secondary exchange program.

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122 Staff opposed the program for the following reasons: 1) an urban exchange program would further reduce the available funds for 100% state-funded highway projects as a result of the buy-out using state funds; 2) at least 50% of the urban federal-aid would still have to be spent in urban areas with mayoral approval; 3) the Board option to transfer 50% of the urban federal-aid (to the primary system) would be hampered by the amount of urban needs and the political pressure for urban projects; and 4) the principal effect of an urban exchange program would be to add state dollars to the city street maintenance budgets.

The Board agreed the urban exchange program would not be workable but asked staff to prepare policy revisions to impose limitations to federal-aid on preliminary engineering, and limit the total number of requested projects approved as eligible for the urban project to that number of projects whose total estimated construction cost does not exceed 115% of the six-year program total of projected available urban funds.

Public Transportation's FY90 Section 8 Application to Urban Mass Transportation Administration (UMTA). Proposed funding for FY90 is as follows:

	Federal	Local
Ada Planning Association	\$30,000	\$7,500
North Bannock Metropolitan Planning Organization	10,000	2,500
ITD/Public Transportation	20,000	5,000

The Board approved the recommended program for planning and technical studies, authorized staff to submit the plan and execute the grant.

Technical Support Agreement with Boise State University. Technical support has been provided by BSU's Research Center to improve and enhance the computer models operated and maintained by the Transportation Planning and Programming Section. The joint effort has resulted in models that address changes introduced by AASHTO and Strategic Highway Research Program (SHRP) studies in pavement design, safety analysis, traffic engineering and performance analysis.

The Board approved the extension of the contract with Boise State University for FY90 in an amount not to exceed \$49,453.44.

Internship Agreement with Boise State University. The program with BSU's Mathematics Department has provided student and faculty support needed for the database development, model testing and model analysis work for the highway performance monitor system model, pavement management system

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model, highway needs and work program, and other projects related to highway statistical analysis and reports.

The Board approved renewal of the contract with BSU for an internship program in the amount of \$166,974.55 for FY90.

Modification of the Federal-aid Primary (FAP) and Federal-aid Secondary (FAS) District Allocation Formula. As requested by the Board in May, staff obtained district input on the proposed formula change. District 1 believed the allocations should be weighted based on the cost of construction in north Idaho due to the quality of subgrade and difficulty of terrain. District 2 also suggested that the formula be weighted based on the expense of construction due to terrain. According to District 3 and 5, consideration should be given for high volumes of truck traffic, safety of the traveling public and high accident locations. Districts 4 and 6 had no concern with the modified formula.

Staff, therefore, recommended that the FAP and FAS allocation formula be modified as follows: 1/2 pavement performance and 1/2 lane miles with adjustment factors of 13% in District 1 and 2, and 6% in District 3 due to the high construction cost of pavements in these districts.

The Board agreed with the adjusted formula for distribution of primary and secondary funds and authorized staff to use it in the 1990 program update package.

Proposed Removal of SH-24 from the State Highway System. The Board discussed the subject and instructed the Director to contact local legislators about the proposal and report back in July.

State Designation of Scenic Routes on Local Highways. The Board will not designate local jurisdiction highways as scenic routes.

Scenic Designation of US-12 and SH-13. The Board reviewed staff input plus the requests of two delegations earlier in the day, and designated SH-13 from Grangeville to Kooskia and US-12 from Kooskia to the US-95 junction as a scenic route. The highway will be called Clearwater Canyons Scenic Route. Locals will be advised to coordinate promotional efforts with District 2.

Traffic Signals and Improvements at Overland Avenue/5th Street and US-30/SH-81/Airport Road in Burley. At the March Board meeting a delegation from Burley asked for signal and intersection improvements.

A signal analysis indicated that a traffic light is warranted at Overland and 5th. It was anticipated, however, that sufficient gaps in traffic will not be available to allow left turning trucks to enter the traffic stream when

the northwest access road (truck route) project is operational. Staff recommended that this project be developed as an independent companion project to Key 3044 in FY90 to avoid potential delays due to right-of-way acquisition.

The Board approved the staff recommendation estimated at a cost of \$100,000.00.

The second intersection warrants a traffic signal under MUTCD guidelines. The installation should include resurfacing and approach reconstruction, according to staff. Economic development funds may be available through the City of Burley.

The Board authorized the development of a signal and intersection improvement project at US-30/SH-81/Airport Road if the project is approved at the September review of six-year construction programs.

Over-legal Operation on State Highways. Northstar Corporation of Alpine, Wyoming asked to operate in excess of the 39-foot kingpin setting on SH-13 (Kooskia to Grangeville), US-93 (Montana to Salmon), SH-200 (Montana to Clark Fork), SH-31 (Swan Valley to Victor), SH-5 (Plummer to St. Maries) and SH-97 (I-90 to St. Maries). Staff did an extensive study of the curves on the roadway sections in question and recommended operation only on SH-200 and SH-31. Operation on all other requested routes posed a safety hazard.

The Board authorized issuance of special permits to Northstar Corporation to operate 48-foot semitrailers not exceeding 5.18 feet off-track on a 165-foot radius curve on SH-200 (Montana to Clark Fork) and on SH-31 (Swan Valley to Victor). The allowance is based on economic hardship provisions of Section 12,04 of Rule 39.02.05.09.

Excess Right-of-way, Project FHP-23-C3, Key A1747, Parcel 2-R, SH-55. The Bureau of Land Management (BLM) is purchasing a perpetual, exclusive recreation facilities easement on land approximately two miles north of Gardena in conjunction with promoting boating activities in the rapids area of the Payette River. Encumbrance for the highway right-of-way must be cleared before payment to landowners can be made.

The Board agreed and executed the quitclaim deed in favor of BLM.

Excess Right-of-way, Project FHP 16A6C1D1E, Key A1904, Parcels 1-R and 3-R, US-12. In 1973 a quitclaim deed was written in an effort to quitclaim the abandoned section of US-12 to the abutting property owners. The description was in error.

June 23, 1989

The Board concurred with District 2 and the Chief of Highway Operations' recommendation and executed the quitclaim deeds conveying Parcel 1-R to Jack W. McCall, et ux and Parcel 3-R to Gregory Melvin Smith, et ux, the adjacent property owners of the respective parcels.

Conveyance to Clear Cloud on Title, Materials Source BY-66, Key A-2485. Access to the subject materials source has been by prescriptive rights across land owned by Michael F. and Pamela L. Ray. A joint agreement has been reached between ITD, the Department of Lands and the Rays where ITD would quitclaim its prescriptive access rights to clear title, and the Rays would execute a permanent access easement to ITD and Lands.

The Board approved the recommendation and signed the quitclaim deed in favor of the Rays.

Surplus Properties, Project I-184-1(7)4, Key 2881, Chinden Connector, I-184. Parcel 1, Key A2444, and Parcel 1-R, Key A2489, were traded per administrative authority in March 1989 for required right-of-way on Parcel 69. The negotiated settlement is a straight-across trade to the adjacent land owners under Parcel 69.

The Board concurred and executed the deeds conveying Parcels 1 and 1-R to Hope C. Watkins, et al.

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

STM-6451(510), STM-6451(511) and STM-3000-(501), Keys 3946, 3947 and 4094 - Gilmore North, Leadore North and South, and Leadore to end of pavement. Low bidder: Franklin Construction Co., Inc., Paradise, California - \$234,158.00.

BROS-0400(4), Key 3598 - East Dingle Bridge. Low bidder: Idaho Construction Co., Inc., Kimberly, Idaho - \$231,280.76.

STM-3111(542), Key 4099 - Anderson's Corner. Low bidder: Idaho Sand and Gravel Co., Inc., Caldwell, Idaho - \$56,978.20.

ST-3261(524), Key 4302 - Cemetery Hill. Low bidder: Idaho Sand and Gravel Co., Inc., Caldwell, Idaho - \$117,675.05.

ST-3291(569), Key 4498 - Lucky Peak to north of More's Creek Bridge. Low bidder: Cannon Builders, Inc., Blackfoot, Idaho - \$351,457.00.

ST-1721(534), Key 4513 - Sterling Road to railroad tracks. Low bidder: Robert V. Burggraf Co., Inc., Idaho Falls, Idaho - \$570,902.90.

STM-86-2(504), Key 3653 - Seagull Bay interchange to Arbon Valley interchange. Low bidder: Kloeppfer, Inc., Paul, Idaho - \$313,330.50.

ST-84-2(520) 90, Key 3773 - Sebree interchange to Fairfield interchange. Low bidder: Allstate Paving, Inc., Maple Grove, Minnesota - \$445,688.29.

Stockpile 6685, Key 3971 - Driggs Maintenance Yard. The low bid was more than ten percent over the engineer's estimate. The unit price of material did not reflect the excessive amount of silt nor the washing required to meet sand equivalent gradation requirements. Staff did not believe that an appreciable savings would be realized by readvertising the project; the Board agreed. Low bidder: Clark's Ready Mix and Construction, Inc., Jackson, Wyoming - \$83,568.00.

STM-84-3(506), Stockpiles 4536, 4526, 4542, 4544 and 4549, Keys 4067, 3687, 3436, 3964, 3966 and 4080 - South Wendell interchange-West Jerome interchange, Source Ln-53, Shoshone Maintenance Yard. The low bid was more than ten percent over the engineer's estimate. It appears that the cost of producing, hauling and stockpiling cover coat materials may have been under estimated. Readvertising the project is not likely to result in lower bids, according to staff; the Board agreed. Low bidder: Twin Falls Construction Co., Inc., Twin Falls, Idaho - \$459,843.95.

Board Policy B-09-04, Travelways for Non-motorized Transportation. Bikepaths are now included in the six-year development program. Because the need for a separate program to develop, build and maintain non-motorized travelways is unnecessary, staff requested that the subject policy be rescinded.

The Board agreed and rescinded B-09-04.

Board Policy B-12-01, Right-of-way Use Permits. At Board request in February, 1989 the policy was updated to address the assessment of cost to purchase access on state highway right-of-way.

The Board approved and the Chairman signed the revised policy.

Board Policy B-18-02, Personnel Actions. The policy was resubmitted with clarified wording. Chairman Ohman asked for further revision to be made and brought back to the July meeting.

Board Policy B-18-07, Code of Fair Practices. The Governor's Committee for Affirmative Action voted to include those employees or prospective employees with veteran status in a class protected from discriminatory personnel practices.

On a 2 to 1 vote, the Board approved and the Chairman signed the revised policy.

Board Policy B-19-07, Highway Safety Funds. B-19-07 and B-19-06, State Railroad Grade Crossing Protection Funds, were combined in an effort to update policies. No substantive changes were made.

The Board approved and the Chairman signed the revised policy.

WHEREUPON, the Board meeting adjourned at 7:00 PM.



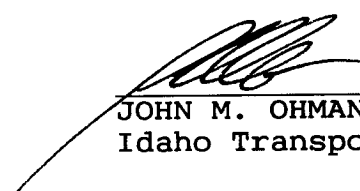
JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and Approved
July 23, 1989
Boise, Idaho

SUPPLEMENT TO THE JUNE 1989 MEETING OF THE
IDAHO TRANSPORTATION BOARD

June 29, 1989

Through telephone contact with Board Chairman John M. Ohman and Member Phil Batt on June 29, 1989, the Chief Legal Counsel obtained settlement authority in excess of \$100,000.00 on Parcels 8 and 11 on Project IR-84-1(12)45, Key 2989.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
July 23, 1989
Boise, Idaho

June 29, 1989

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

July 23, 1989

The Idaho Transportation Board met in regular session in Portland, Oregon on July 23, 1989 at 9:00 AM in the Sellwood Room of Red Lion Inn, Lloyd Center. The meeting was held in conjunction with the annual meeting of the Western Association of State Highway and Transportation Officials. The following people were present:

John M. Ohman, Chairman - District 1
 Marion Davidson, Vice Chairman - District 3
 Phil Batt, Member - District 2
 Mary F. Detmar, Executive Assistant to the Board
 Kermit V. Kiebert, Director
 G. Keith Green, State Highway Administrator
 Judie Wright, Senior Financial Analyst - Governor's
 Budget Office

Board Minutes. The June Board minutes were approved as distributed to Board members with one clerical correction on page 4.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

August 17-18, 1989 - District 1
 September 15-16, 1989 - Boise
 October 19-20, 1989 - District 6
 November 30-December 1, 1989 - District 4
 January 18-19, 1990 - Boise

Director's Report - Miscellaneous Items. Director Kiebert talked to the Governor about a split representation by employees of the Office of Highway Safety, i.e. speaking as the Governor's Office of Highway Safety on social issues and ITD on technical matters. The Governor saw no difficulty with the Office speaking on behalf of the Department on sensitive social issues. The Office will, therefore, exclusively represent the Department on all highway safety matters.

The Governor also wanted to know user support for any proposed aviation revenue increase. Chief of Aeronautics Miller will hold meetings this summer to determine impact and the Governor will be advised of the results.

Deputy Director Neumayer presented the Department's position to Legislative Council's Committee on Public Records. In practice, ITD believes that the public interest will be served if the following records are kept confidential: engineer's estimate of costs for contract construction

July 23, 1989

before competitive public bids are opened; real estate appraisals before settlement on the parcels to be purchased for public rights-of-way; records more than three years old of a driver's moving traffic violations; and drivers license and motor vehicle records that are approved for use for undercover law enforcement purposes.

State Representative Mack Neibaur, Paul, was concerned about the impact on local jurisdictions of the proposed abandonment of SH-24. The Board asked that a policy be prepared which outlines criteria for relinquishment of a highway. A draft will be submitted at the October meeting.

Director Kiebert and Chief of Highway Operations Fiala toured U.S. Forest highways in southeast Idaho with USFS and FHWA representatives. Concurrence on planned projects was achieved and meetings with local affected officials were beneficial.

Director Kiebert and Chief of Transportation Services Lydston attended the AASHTO Policy Committee meeting on July 17-18. The Board asked for a summary of coalition activities on the 1991 Surface Transportation Assistance Act (STAA).

Chief of Motor Vehicles Kraemer proposed that the sale of motor vehicle records to political campaigns be based on the same rate being charged other non-law enforcement agencies and persons: three cents per record. The Board agreed with the recommendation but suggested that a policy be drafted to assess the cost of records based on an amount to recover the administrative cost to print rather than a specific price. That policy should be ready for review at the September meeting.

Delegation - Representatives of J.R. Simplot Company.
Pipeline Project Manager Croxall and Director of Engineering Godwin described the project for transporting its phosphate ore from the Soda Springs area to the Pocatello facility. They asked to use the I-86 right-of-way as the pipeline route for a three-mile distance. Alternative routing would require that the pipeline pass through residential, commercial, industrial and agricultural properties, and may require the extra expense of an additional pump station. Manager Croxall reiterated the federal government's position of allowing individual states to authorize the use of Interstate rights-of-way. He believed the guidelines require that a privately-owned utility facility such as Simplot's pipeline be one which carries crude products and which directly or indirectly serves the public. In addition, such use of the right-of-way must not impair the highway or interfere with the free and safe flow of traffic, according to Croxall. The eight-inch pipeline would be underground and would not carry any product that is toxic, explosive or in any way harmful to the environment. It would require little, if any maintenance.

Messrs. Croxall and Godwin asked the Board to change the state's policy of not allowing utilities on interstate right-of-way, develop guidelines for utilities to use longitudinal installations as recommended by the federal government, and allow U.R. Simplot Company to use I-86 near Chubbuck.

The Board deferred action on the request until an item later in the agenda could be discussed. Company officials would be notified of the Board's decision.

Legal Report. The Board reviewed the status of seven pending condemnation actions on the Eagle Road projects in Ada County.

Rule A.01, Contested Case Hearings before the Idaho Transportation Board. The Administrative Procedure Act mandates agencies to adopt rules of practice and procedure for administrative hearings; i.e. contested case hearings for contract claims. Existing Rule Nos. 39.01.01.01 through 39.01.01.12 are obsolete. The proposed new rule establishes practices and procedures that more nearly reflect the current conduct of these hearings. The major change is to govern hearings, in so far as possible, according to the Idaho Rules of Civil Procedure, and rules governing practice before the District Courts of the State. The rule will not govern the less formal hearings on matters arising from activities in the Bureau of Motor Vehicles; e.g. drivers license suspensions. Rule No. 39.01.01.15 (to be renumbered A.15) covers the procedures to be used for the latter situations.

The Board approved the new Rule A.01 and the repeal of Rule Nos. 39.01.01.01 through 39.01.01.12 upon final adoption of A.01. The Executive Assistant to the Board will process the rule through the Administrative Procedure Act.

Access to Property near Hope, Duane Eubanks, SH-200. Mr. and Mrs. Eubanks met with the Board in January 1989 seeking direct access to SH-200 for their recreational property in Hope. The Board delayed consideration of the request until results of the trial involving the Eubanks and the adjoining property owner would be known. The Eubanks' attorney has reported that the trial date of July 6, 1989 has been vacated and the trial rescheduled until after January 1990.

The Director presented additional information from the Eubanks. Chairman Ohman indicated he would review the material and report back.

Quarterly Report of Pending Legal Cases. The Board had no questions on the status of legal actions.

Quarterly Report on Bad Checks Received by the Motor Vehicle Bureau. During April, May and June of 1989 \$9,943.33 was received in bad checks; \$7,791.11 was collected.

State-funded Projects and Status of State Funds. In order to draw down the current balance of state funds, the following projects were submitted to the Board and approved:

SH-3	Juliaetta to Kendrick, Key 4611	Pavement overlay	\$500,000
SH-75	Elkhorn Road Inter- section, Sun Valley, Key 4612	Intersection improvement	350,000
FAS-1721	Harrison St.-Pocatello Ave., American Falls, Key 4614	Minor widening resurface, turnbay, and drainage	80,000
SH-39	Sheep Trail Rd.-Hoff Rd., Key 4615	Resurface	350,000
I-15	Utah State Line-Malad, Key 4613	Intermittent grinding and reseal joints	225,000
US-20/26	Joplin Rd.-Coffey St., Chinden, Key 4609	Major widening and overlay	600,000
SH-13	Lower Harpster Grade, Key 4610	Curve improvement, minor widening and resurfacing	210,000

Delay of the conversion of the following "advance construction" projects from FY90 to FY91 will further draw down state funds:

I-84	Eagle Road Interchange	4,296,000
FAU-7073	Cole/Franklin Inter- change, Boise	460,000

The effect of the increased expenditure of state funds was reflected in an updated three-year cash flow forecast. The Board asked that additional state-funded and advance construction projects be evaluated and presented at the August Board meeting.

Advancement of Nickerson Bridge, BROS-4100(004), Key 3276, Off-system. The bridge over the Teton River has been closed to traffic due to collapse of the structure. A transfer of rail/highway funds amounting to \$83,000, plus federal aid of \$157,000 and local match of \$60,000 will provide the funding necessary to finance the project immediately.

The Board advanced the project from FY90 to FY89. State Representative Sessions and the Teton County Commission will be so notified.

July 23, 1989

Kootenai County Centennial Trail Right-of-way Funding. The Trail Committee requested \$150,000 federal-aid funds to purchase and make improvements to 2.5 miles of abandoned Burlington-Northern Railroad right-of-way west of Post Falls. The section would be part of a pedestrian/bike path from Spokane to Coeur d'Alene.

The Board instructed staff to notify the Committee that the project was not eligible for federal aid since the project was not principally used for transportation purposes. However, the Committee will be advised to seek "Stripper Well Funds" from the Governor's Office. Those funds are Idaho's share of penalties assessed against various petroleum companies for federal price control violations from 1973 to 1981, and are earmarked for projects which reduce consumption or cost of energy.

Galloway Dam Project in the Weiser River Basin. The U.S. Corps of Engineers and the Idaho Department of Water Resources (IDWR) have been evaluating the feasibility of the Galloway Dam and Reservoir. Because the abandonment of the Union Pacific's New Meadows rail branch line is possible if the project goes forward, the Department's rail planning staff has been involved in the process. Local residents have expressed concern over the impact the railroad abandonment would have on US-95.

Final plan selection and recommendations will be published after consideration of public views of the draft feasibility report/preliminary environmental impact statement, tentatively scheduled for public release in late summer 1989. The IDWR intends to move the project forward as rapidly as future negotiations will permit. It anticipates that construction could be completed within the next six-year time span. ITD will be kept informed of the status on the Galloway project in order to coordinate any highway project construction activities.

Reorganization of Local Roads Section and Filling of Supervisor Position. The Board approved the inclusion of the Public Transportation unit within the Local Roads Section since both deal with the same local officials. The Board also approved the promotion of John Wanamaker to Local Roads Supervisor position via the reinstatement option allowed by the Idaho Personnel Commission.

Feasibility Study of Proposed Olds Ferry Road and Bridge between Weiser and I-84 Across the Snake River to Oregon. Studies have been made of socio-demographic and employment figures in addition to traffic data and a field review.

After reviewing the existing and projected growth in the Weiser area, projected traffic volumes by the year 2010, and future recreational opportunities, the Board agreed with the staff analysis that the proposed project is not sufficiently

justified at this time. The Weiser delegation will be so advised.

Quarterly Report of Current FY Program Obligations. The year-to-date obligations remain well below the target because the Interstate discretionary projects have not been obligated. It is expected that all present obligational authority will be used and the Department will be requesting an additional \$7 million in obligational authority.

Contract to Establish Horizontal and Vertical Control Points, F-FR-5115(29), Key 1626, US-95. Points have never been established on the portion of US-95 between Worley and Coeur d'Alene. The future projects in the area need the points so maps can be made and project control established.

The Board approved a contract with National Oceanic and Atmospheric Administration for \$60,000.

Utility Accommodation Policy and Rule 39.C.43. Staff summarized the reasons why the utility accommodation policy should not be changed to allow longitudinal utility facilities within the interstate control of access:

- The installation of utilities on interstate right-of-way presents a serious safety hazard.
- Cost of maintenance is increased when the Department has to work around the facilities.
- Utilities restrict expansion of interstate facilities.
- If one utility is allowed on the right-of-way, it is difficult to disallow others.
- AASHTO Region IV (western) states do not plan to allow utilities on the right-of-way.
- AASHTO authors of "A Policy on the Accommodation of Utilities within Freeway Right-of-way" intended to allow limited use in extreme situations such as difficult river crossings or heavily congested areas on alternate routes.

Considering the earlier request from J.R. Simplot Company and federal government guidelines, the Board asked staff to develop criteria to allow utilities on interstate right-of-way. It is expected the policy could be available for review at the November Board meeting. The policy would be sent to company officials for review and a determination made by the Board at that time if J.R. Simplot's request met the criteria.

Contract to Sample, Test and Analyze Underground Storage Tanks (UST), F-5116(49) and (71), Keys 1509 and 4458, US-95.

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During the environmental impact statement process on the projects between Sandpoint and Colburn, it was discovered that there were eleven UST's that would be inside the right-of-way limits. Due to federal and state regulations placed on all UST's and the liability involved when acquiring property that may be contaminated, an analysis is necessary.

The Board approved staff's recommendation to enter into a contract with Chen-Northern to sample, test and analyze the tanks for a sum not to exceed \$40,609.74 plus up to an additional 20% for any preapproved, related costs.

Conveyance of Old Right-of-way, F.I. 73(20), Key A2067, US-10. The subject parcel is part of old US-10 right-of-way which is no longer needed by the state highway system. District 1 requested relinquishment to the local jurisdiction.

The Board concurred in the recommendation and executed a quitclaim deed in favor of Shoshone County.

Conveyance of Excess Right-of-way, I-90-1(24(0), Key A0394, I-90. The subject tract is a piece of abandoned railroad right-of-way deeded to the state in 1959. The local jurisdiction requested the Department to release the old right-of-way so it can be incorporated into the City of Post Falls street system. District 1 concurred in the request.

The Board approved the request and executed a quitclaim deed in favor of the Post Falls Highway District.

Quarterly Report of District Sign Status. The report for April, May and June of 1989 showed a total of 89 illegal and nonconforming signs, ten less than the previous report.

Renumbering and Reformatting Rules Nos. 39.02.05.06, 39.02.05.07, 39.02.05.08 and 39.02.05.09. Due to recodification of Title 49, Motor Vehicle Laws, in 1988 all rules must be modified to correspond to new Idaho Code references. The new numbering and formatting system was also incorporated in the revisions. No substantive changes were included with these amendments.

The Board approved the following rules and authorized its Executive Assistant to process them through the Administrative Procedure Act:

NEW NO.	OLD NO.	TITLE
C.01	39.02.05.09,01	Definitions
C.06	39.02.05.06	Allowable Vehicle Size
C.07	39.02.05.07	Restricted Routes for Semitrailers
C.08	39.02.05.08	Legal Weight Limits
C.09	39.02.05.09,11	Special Permits - General Conditions and Requirements
C.10	39.02.05.09,12	When Special Permit is Required

July 23, 1989

NEW NO.	OLD NO.	TITLE
C.11	39.02.05.09,13	Responsibility of Permittee and Travel Restrictions
C.12	39.02.05.09,14	Safety Requirements
C.13	39.02.05.09,21	Overweight Permits
C.14	39.02.05.09,22	Policy during Spring Breakup Season
C.15	39.02.05.09,27	Interstate Excess Weight Permits
C.16	39.02.05.09,31	Oversize Permits
C.17	39.02.05.09,32	Oversize Mobile/Modular Homes Permits
C.18	39.02.05.09,33	Relocation of Buildings or Houses
C.19	39.02.05.09,41	Permits for Continuous Operations
C.20	39.02.05.09,42	Application for Special Permit
C.21	39.02.05.09,43	Special Permit Fees
C.22	39.02.05.09,62	Routes, Conditions and Requirements for Extra-length Vehicles Combinations
C.23	39.02.05.09,13	Revocation of Permit

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

ST-2740(516), ST-2779(524) and ST-2779(523), Keys 4580, 4594 and 4593 - Hagerman, Wendell Streets and Wendell Spur. Low bidder: Hunziker Construction Co., Pocatello, Idaho - \$355,892.00.

ST-7103(501), Key 4499 - Chinden Boulevard, Coffey to 44th. Low bidder: Nelson Sand & Gravel Co., Inc., Boise, Idaho - \$566,061.00.

ST-4780(538), Key 3293 - Greer Grade. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$740,733.60.

ST-4744(505), ST-4744(506), ST-4749(516), ST-4749(515), ST-4743(511) and Stockpile LW-62, Keys 0383, 2354, 4512, 3999 and 459 - Craigmont-Mohler, Nezperce-Mohler and Stockpile Site LW-62. Only bidder: \$1,488,780.80.

ST-2779(522) and ST-2764(505), Keys 4510 and 4509 - Wendell to Gooding and K-Canal to SH-50. Only bidder: Robert V. Burggraf Co., Inc., Idaho Falls, Idaho - \$668,070.00.

RS-RRP-6830(18), Key 3484 - Jct. SH-32 to Hatches Corner. Low bidder: H-K Contractors, Inc., Idaho Falls, Idaho - \$2,194,761.14.

RRP-7181(004), Key 4247 - Oak Street railroad crossing. Low bidder: Bannock Paving Co., Inc., Pocatello, Idaho - \$39,766.00.

July 23, 1989

EACF-F-4113(75), Key 2500 - Lawyers Canyon to Craigmont. Low bidder: Steelman-Duff, Inc., Clarkston, Washington - \$3,735,584.65.

IR-84-2(27)70, Key 3400 - Regina to Cleft WBL. Low bidder: Multiple Concrete Enterprises, Inc., Layton, Utah - \$895,024.00.

RS-4800(015), Key 2605 - Joel Overpass to Troy. Only bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$681,114.55.

RS-5844(003), Key 4448 - Little Lost River Highway. Low bidder: Lone Pine Equipment Co., Inc., Kimberly, Idaho - \$33,187.00.

IR-ACIR-84-2(12)45, F-3271(44), RS-3786(8) and RRP-3271(53), Keys 2989, 3250, 3526 and 3764 - Eagle Road Interchange, Eagle Road from I-84 to Fairview, Intersection of Eagle Road and Overland Road, and Eagle Road railroad crossing. Low bidder: Western Construction, Inc., Boise, Idaho - \$4,918,246.24.

Stockpile 6686, Key 4095 - Stockpile Bn-33-s. The only bid was more than one hundred fifty percent over the engineer's estimate. Since the material is planned for use during 1990, the District and Contract Administration Section recommend rejection and readvertisement of the contract; the Board concurred.

STM-6501(570), STM-7316(502) and STM-6501(575), Keys 4087, 4088 and 4515. Low bidder: H-K Contractors, Inc., Idaho Falls, Idaho - \$139,893.00.

STM-5152(561), Key 4394 - St. Maries to Mission Point. Low bidder: Coeur d'Alene Asphalt, Inc., Coeur d'Alene, Idaho - \$143,424.12.

STM-1721(532), Key 4035 - American Falls Dam to Aberdeen. Low bidder: Bannock Paving Co., Inc., Pocatello, Idaho - \$159,595.00.

STM-6830(528), Key 4090 - Canyon Creek to Clementsville. Low bidder: H-K Contractors, Idaho Falls, Idaho - \$58,311.00.

STM-5732(520) and STM-5181(502), Keys 4135 and 4136 - Jct. I-90 to Oldtwn, Jct. SH-41 to Jct. US-95. Low bidder: Pack and Company, Kalispell, Montana - \$311,243.50.

STM-2392(569), STM-2392(570) and STM-6393(514), Keys 4063, 4074 and 4339 - North Fork to Russian John, Salmon River to Obsidian, and Obsidian to Lower Stanley. Low bidder: Franklin Const., Inc., Paradise, California - \$346,365.00.

ST-2779(525) Phase I, STM-2779(510) Phase II, STM-2342(508) and STM-2342(509), Keys 4595, 4061, 4062 and 4068. Low bidder: Valley Paving, Bellevue, Idaho - \$385,852.50.

Stockpile 6687, Key 4096 - Stockpile Bu-26. Low bidder: Twin Falls Construction Co., Inc., Twin Falls, Idaho - \$66,552.50.

STM-6501(571), Key 4089 - South Irvin to Palisades. Clark's Ready Mix & Construction, Inc., Jackson, Wyoming was the apparent low bidder. The State of Wyoming has a 5% Resident Contractors Preference Law (Section 16-1-102, Wyoming Code) and Idaho has a reciprocating law (Section 67-2348, Idaho Code). Upon comparing the bids in accordance with both states preference statutes, Clark's Ready Mix was not low by the 5% requirement. Therefore, the Contract Administration Section recommended and the Board concurred in awarding the contract to Gordon Paving Company, Burley, Idaho - \$89,190.00.

Stockpile 3636, Key 4123 - Lowman Maintenance Yard. Low bidder: Bryan C. Rambo Crushing Co., Inc., Nampa, Idaho - \$115,980.00.

STM-2790(503), STM-2790(531), STM-2766(501) and STM-84-4(504), Keys 4069, 4336, 4070 and 4332 - Minidoka to Kimama, Kimama West, Jerome to Jct. US-93 and Cotterell to S. Idaho. Low bidder: Lone Pine Equipment Co., Inc., Kimberly, Idaho - \$335,521.00.

Stockpile 3631, Key 3957 - Idaho City Yard. Low bidder: Nelson-Deppe, Inc., Nampa, Idaho - \$174,000.00.

STM-86-2(509) and Stockpile 5533, Keys 4562 and 3702 - Railroad Overpass Structure to Flying Y and Pocatello Yard. Low bidder: Bannock Paving Co., Inc., Pocatello, Idaho \$260,610.20.

STM-3291(568) and STM-3341(508), Keys 4308 and 4119 - I-84 to Diversioin Dam and Mountain Home to Cat Creek Summit. Low bidder: Nelson-Deppe, Inc., Nampa, Idaho - \$281,599.00.

STM-3261(526), STM-7823(502), STM-7963(501) and STM-7963(502), Keys 4314, 4316, 4310 and 4312 - New Plymouth, Simplot to Caldwell, Blaine Street to Cleveland Blvd. and 2nd Street South. Low bidder: Nelson-Deppe, Inc., Nampa, Idaho - \$271,924.00.

STM-1481(593), STM-1804(504), Stockpiles 5541 and 5552, Keys 3935, 4040, 4048 and 4353 - Lava to Alexander, Railroad Crossing, Grace to Jct. US-30 and Lava, Lund and Alexander stockpile sites. Low bidder: Gale Lim Const., Inc., Blackfoot, Idaho \$534,236.00.

July 23, 1989

STM-4113(613), STM-4802(508), STM-4716(502) and STM-4704(523), Keys 4541, 4149, 4356 and 4542 - Grangeville concrete pavement, Kendrick to Troy, Four Corners to Kamiah and Hungry Ridge Road to Elk City. Low bidder: Nelson-Deppe, Inc., Nampa, Idaho - \$424,267.00.

STM-3882(511), Key 3911 - Brownlee Creek. Low bidder: C. L. Heilman Co., Twin Falls, Idaho - \$148,621.00.

STM-1491(533), STM-1739(507) and STM-1803(516), Keys 4041, 4036 and 4037 - Preston to Bear River Hill, Dayton to Preston and Mink Creek to Turnaround. Low bidder: Lone Pine Equipment Co., Inc., Kimberly, Idaho - \$256,141.50.

STM-3112(580), STM-3112(586), STM-3271(581), STM-3271(582), STM-3271(584), STM-3271(586) and STM-3271(587), Keys 4307, 4495, 4116, 4117, 4304, 4306 and 4494 - Stinky Lake North, New Meadows North, Round Valley North, Silver Bridge South, Horseshoe Bend North, Cascade North and Brundage Mountain Road to Jct. SH-55 and US-95. Low bidder: Lone Pine Equipment Co., Inc., Kimberly, Idaho - \$353,157.00.

Stockpile 1539, Key 4408 - Bonners Ferry Maintenance Yard. The low bid was more than ten percent over the engineer's estimate. Contractor workloads are at their peak and District 1 is in dire need of the material before the winter season. Contract Administration Section recommends award; the Board concurred. Low bidder: Wood's Crushing and Hauling, Inc., Sandpoint, Idaho - \$189,970.00.

Stockpile 1535, Key 4170 - Plummer Maintenance Yard. The low bid was more than ten percent over the engineer's estimate. Contractor workloads are at their peak and District 1 is in dire need of the material before the winter season. Contract Administration Section recommends award; the Board concurred. Low bidder: Seubert Excavators, Inc., Cottonwood, Idaho - \$161,670.00.

Out-of-state Travel Report for June. The Board reviewed the travel requested and had no questions or comments.

Board Policy B-18-02, Personnel Action. The Board approved the revised policy to allow for Board review of actions involving Section Supervisors and above.

Gubernatorial Appointments, Motor Carrier Advisory Committee. The Governor reappointed the following individuals to terms expiring July 1, 1992:

Jim Pingree
Star Motor Freight, Lewiston
Representing Long Haul

Wayne McKinnon
Blackfoot

Representing Agriculture

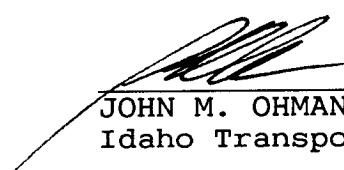
Dick Grant
Gran-Del Petroleum, Boise
Representing Tanker Carriers

Clay Handy
Handy Truck Line, Heyburn
Representing Short Haul

Idaho Centennial Highway. Idaho Centennial Commission's Lasting Legacy Committee will review the request from the Scenic US-95 Association to designate US-95 as Idaho's Centennial Highway and report back after the September meeting.

U.S. Senate Subcommittee on Transportation and Infrastructure Hearings on the U.S. DOT National Transportation Policy. Hearings will be held in Twin Falls on August 21 and in Idaho Falls on August 20. The field hearings will gather input on the future of transportation as related to the next Surface Transportation Act. Chairman Ohman may present testimony at the Idaho Falls hearing. Board Member Batt will give testimony in Twin Falls.

WHEREUPON, the Board meeting adjourned at 12:30 PM.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and Approved
August 31, 1989
Boise, Idaho

SUPPLEMENT TO THE JULY 1989 MEETING OF THE
IDAHO TRANSPORTATION BOARD

August 2 and 3, 1989

Through telephone contact with Board Vice Chairman Marion Davidson and Member Phil Batt on August 2, 1989, and Board Chairman John M. Ohman on August 3, 1989 the Executive Assistant to the Board obtained approval of:

Location and design of SH-75, Project Nos. F-FR-2392(32) and BR-F-2392(41). The Board reviewed testimony from the

August 2 and 3, 1989

July 8, 1989 hearing and approved the location and design as presented. The project consists of widening the existing 29-foot pavement, flattening slopes, upgrading the base and pavement to standards, construction of two bridges, installation of traffic signal at Saddle Road and SH-75, inclusion of left turn bays, and a bicycle path on both sides. Several concerns expressed by local residents have been resolved by moving the stockpile/crusher site and forming a site reclamation design team.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

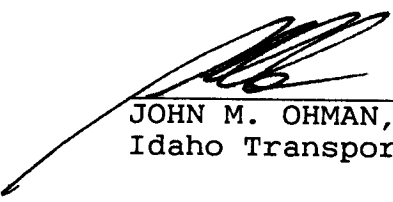
Read and approved
August 31, 1989
Boise, Idaho

SUPPLEMENT TO THE JULY 1989 MEETING OF THE
IDAHO TRANSPORTATION BOARD

August 3, 1989

Through telephone contact with Board Chairman John M. Ohman, Vice Chairman Marion Davidson and Member Phil Batt on August 3, 1989, the Executive Assistant to the Board obtained approval of:

Stockpile 1541, Key 4410 - Mullan. The only bid was more than ten percent over the engineer's estimate. The District needs the material before the winter season and there is not adequate time to readvertise. Contractor workload in the area is heavy and a savings is not expected to be realized if rebid. Contract Administration Section recommended award. Only bidder: Zanetti Bros., Inc., Osburn, Idaho - \$257,325.00.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
August 31, 1989
Boise, Idaho

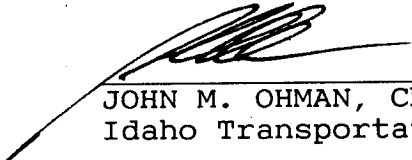
August 3, 1989

SUPPLEMENT TO THE JULY 1989 MEETING OF THE
IDAHO TRANSPORTATION BOARD

August 14, 1989

Through telephone contact with Board Chairman John M. Ohman, Vice Chairman Marion Davidson and Member Phil Batt on AUGUST 14, 1989, the State Highway Administrator obtained approval of the following under the economic hardship clause in Rule 39.02.05.09, Section 12.04.3:

Transportation by Logan Equipment Corporation, Idaho Falls, of doubly stacked, newly manufactured self-unloading potato beds. The reducible loads hauled in this manner measure 14 feet 5 inches high; legal maximum height is 14 feet. The hauler cannot be competitive unless the units are stacked one on top of another. The annual savings realized on in-state shipments would be \$18,720 and \$37,520 on out-of-state sales.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
August 31, 1989
Boise, Idaho

August 14, 1989

REGULAR MEETING AND TOUR OF DISTRICT 1
BY THE IDAHO TRANSPORTATION BOARD

August 17-18, 1989

The Idaho Transportation Board met in Coeur d'Alene, Idaho on August 17, 1989 at 9:00 AM to begin the tour of District 1. The following people were present:

John M. Ohman, Chairman - District 1
Marion Davidson, Vice Chairman - District 3
Mary F. Detmar, Executive Assistant to the Board
Kermit V. Kiebert, Director
George J. Neumayer, Deputy Director
G. Keith Green, State Highway Administrator
Tom Baker, District 1 Engineer
Larry Wolf, Assistant District 1 Engineer, Development
Jim Richard, Assistant District 1 Engineer, Operations
Jack T. Coe, Division Administrator - Federal Highway
Administration
Pat Clark, Regional Administrator, Federal Highway
Administration
Judie Wright, Senior Financial Analyst - Governor's
Budget Office
Marvin Vandenberg, State Representative

From the Coeur d'Alene municipal airport, tour members departed on a Panhandle Area Transit bus, which has been funded with UMTA Section 18 money. The itinerary included US-95, SH-53 and SH-41. The group stopped in Oldtown to look at the Oldtown Bridge, completed in 1988 with federal discretionary bridge funding.

From Oldtown the tour continued on US-2 to Sandpoint.

Delegation - Sandpoint Chamber of Commerce Executive Committee. A US-95 project update was given by Assistant District Engineer Larry Wolf. Director Kiebert stated the new federal act in 1992 could make a difference in funding levels and project priorities. One Chamber member suggested that representatives from the local and state level work together on input to the new federal legislation. He also believed that the state distribution formula should be changed to base funding on road mileage rather than population. Another member was concerned about increased traffic volumes on US-2 as a result of a new chip mill being opened. In addition, Canadian truck traffic on US-95 has increased 25% each year. Improvement projects are needed on both highways to accommodate the additional traffic volumes.

A project construction update was provided by Assistant District Engineer Jim Richard.

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From Sandpoint, the group traveled south on US-95, stopped at the new District 1 office site, and then drove on I-90 to the construction site of Bennett Bay Bridge. Tour members received a first-hand view of construction activity.

The tour ended at 4:30 PM.

August 18, 1989

The Idaho Transportation Board met in regular session in Coeur d'Alene, Idaho on August 18, 1989 at 8:00 AM in the District 1 conference room. The following people were present:

John M. Ohman, Chairman - District 1
 Marion Davidson, Vice Chairman - District 3
 Mary F. Detmar, Executive Assistant to the Board
 Kermit V. Kiebert, Director
 George J. Neumayer, Deputy Director
 G. Keith Green, State Highway Administrator
 Jack T. Coe, Division Administrator - Federal Highway Administration
 Pat Clark, Regional Administrator, Federal Highway Administration
 Judie Wright, Senior Financial Analyst - Governor's Budget Office
 Hilde Kellogg, State Representative

Board Minutes. The July Board minutes were approved as distributed to Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

September 15-16, 1989 - Boise
 October 19-20, 1989 - District 6
 November 30-December 1, 1989 - District 4
 January 18-19, 1990 - Boise
 February 15-16, 1990 - Boise

Director's Report. The Director, State Highway Administrator, Chief of Highway Operations and District Engineers from Districts 1 and 2 met in Coeur d'Alene with north Idaho contractors. An effort is being made by the contractors to form a north Idaho chapter of the Associated General Contractors. Most contractors currently belong to the Spokane chapter.

Director Kiebert and Congressman Craig toured north Idaho highways on August 14-15. They met with Shoshone County officials regarding improvements to Thompson Pass, and with Sandpoint representatives about local involvement in the upcoming federal highway funding legislation.

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Logan Lanham, Chairman of Idaho Highway Users Federation, indicated to the Director that his group is developing legislation to return the interest on highway funds to the highway account effective in 1991.

Petroleum marketers have reported that they may seek state legislation in 1990 to increase the gas tax one cent which would be dedicated to a separate fund for clean up of underground storage tanks.

Board Chairman Ohman reported he had reviewed the legal documents given him by the Director concerning access to the Eubanks' recreational property on SH-200. He is of the opinion that the legal process should be resumed and the courts should render the final decision. It is expected that the decision could come in early 1990. In the interim, negotiations can continue by legal counsel.

Director Kiebert said Chief of Transportation Services Lydston would provide a written update to the Board of the status of Crescent Coalition activities in formulating policy and positions on issues to be addressed in the upcoming Surface Transportation Act in 1992.

Department Hearing Officer. The Deputy Director and State Highway Administrator reviewed the eight applications for department hearing officer. Copies of the resumes will be provided to the Board.

The Board selected Executive Assistant to the Board Detmar as an additional hearing officer to Bruce White. The Board may select an alternate hearing officer from the remaining candidates.

Highway User Federation (HUF) Meeting. The Deputy Director, State Highway Administrator, Executive Assistant to the Board and Chief of Transportation Services met with the Idaho HUF Executive Committee to discuss the Department's involvement in Crescent Coalition activities, the proposed federal legislation on scenic byways which Idaho opposed, and the return of interest on highway funds to the highway account.

Requests to the Board of Examiners for FY89. Deputy Director Neumayer outlined the five requests made to the Board of Examiners since July 1, 1988. Four of the five have been resolved with the remaining one still under consideration. Requests requiring Board of Examiners' approval involve the extension of time for reimbursement of realtor fees due to an employee's transfer (approved), an increase in reimbursable travel expenditures (legislation not approved), payment of cash for overtime (approved), and reimbursement to an employee for ruined clothing (approved).

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Out-of-state Travel, Aeronautics Advisory Board. The Board asked the Deputy Director to develop a uniform policy on out-of-state travel by all advisory board and commission members. Until a policy can be approved, all out-of-state travel by subject individuals should be postponed.

Agreements and Contracts for Outside Services, FY89. Agreements and contracts for professional and general services amounted to \$5.3 million during FY89, an increase of 15% over the previous year. Generally, the increase came from right-of-way demonstration projects, aerial mapping, contract claims and the local highway needs assessment.

Aeronautics Report - Miscellaneous Follow-up Items from June Board Meeting. Chief of Aeronautics Miller reported that Advisory Board members Hill and Merrick were seeking assistance from Adjutant General Manning on securing a military surplus aircraft.

The FAA will have radar "beacon" signals from Mountain Home Air Force Base tied into the Salt Lake air route traffic control center which should give a lower radar traffic control capability in the Magic Valley area.

The Advisory Board and staff will conduct meetings throughout the state in September to gather input on proposed aviation revenue increases. Results will be reported to the Board at the October meeting.

General Manning advised that the surplus C-131 aircraft that Idaho Falls wanted for a stationary display has already been released to the Air Museum at Hill Air Force Base, Utah.

Deputy Director Neumayer said that, according to the Governor, the Bureau of Aeronautics is the agency responsible for aviation support for the state. That should clear up any misunderstanding about other agencies operating aircraft.

The Board appreciated efforts by the Aeronautics staff in promoting usage of the state aircraft by state employees.

Thickness of License Plates. As a result of a Board inquiry on the feasibility of reducing the thickness of material used in producing license plates, Chief of Motor Vehicles Kraemer recommended against a thinner plate. He checked with the manufacturer, Prison Industries, and found that the proposed change would not require new equipment but would result in two weeks' downtime to readjust the existing equipment. The supplier of the graphic material, 3M, recommended against the proposal because wrinkles occur more often when applying the graphic overlay to the thinner plate. In addition, the price of aluminum has decreased in recent months and the 1988 Idaho legislature approved a plate fee increase which would offset the five cent per plate cost savings with the thinner license.

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The Board agreed with the recommendations and authorized staff to continue using the .032-inch aluminum thickness for license plates.

Credit Card Pilot Project, Motor Vehicle Fees. In December 1988 the Bureau began accepting Master Charge and Visa credit cards for payment of all motor vehicle fees except sales tax. The pilot project only operated at the Inkom Port of Entry and in Headquarters. The largest user was the commercial carrier group who found that using credit cards to pay for registration fees saved time and a trip to the office since the function can be handled over the phone.

Chief of Motor Vehicles Kraemer proposed to implement the program statewide. The State Liquor Dispensary is also running a pilot project and is preparing to go to bid on the service late this fall. ITD proposes to include its program with those bid specifications.

The Board approved the credit card program for statewide use and authorized staff to develop the program in conjunction with the State Liquor Dispensary.

Rule 39.B.72, Special Operator's License for Persons Age 14 to 16 Years Old (Special Class D License). The passage of Senate Bill 1128, effective September 15, 1989, provided that qualified applicants age 14 to 16 years old could obtain a special driver's license to operate a motor vehicle for work-related activities, or for transportation to school when public transportation is not provided. The proposed new rule sets guidelines for county sheriffs and driver's license examiners to issue, deny or cancel a license. The restrictions imposed on each special license are at the discretion of the resident county sheriff. Author of the legislation, Senator Beck, reviewed the proposed new rule and concurred with the language.

The Board approved the new rule and authorized its Executive Assistant to process it on an emergency basis effective September 15, 1989. Regular rule-making will proceed concurrently with the emergency process.

Rule 39.B.74, Restricted Nighttime Driving Permit for Persons 14 to 16 Years Old. The amendments to this rule (formerly 39.01.33.03) authorize resident county sheriffs to issue a restricted nighttime permit to licensed operators 14 to 16 years old to drive before sunrise or after sunset, when that driving is essential for employment or school activities, and when no public transportation is provided or available.

The Board approved the revisions and authorized its Executive Assistant to process it on an emergency basis effective September 15, 1989 in conjunction with the

promulgation of Rule 39.B.72. Regular rule-making will proceed concurrently with the emergency process.

Delegation - Jim Pingree, Chairman of the Motor Carrier Advisory Committee. Chairman Pingree reported that forty states have established a similar type of organization. He described the background of Idaho's members and a history of issues considered. He suggested that the department consider reducing speed limits rather than imposing load limits during spring breakup; e.g. on US-95 from the Latah County Line to Coeur d'Alene. He asked for a list of Board meeting dates so that a joint meeting of the Board and entire Committee could be arranged.

Delegation - Moscow City Officials. Mayor Scott presented the delegation's concerns about the Moscow Couplet and SH-8 West. The temporary couplet, constructed in 1979, was never intended to carry the traffic volumes currently being experienced. Delays, congestion and 77 accidents have occurred on the corners of the couplet since implementation. Serious concern was expressed over potential accidents involving trucks carrying hazardous material. Completion of proper connections to the couplet would enhance accident reduction, he said. Intersections are unsafe because they were considered temporary ten years ago and continue to expose the public to an unnecessary risk, according to the Mayor. He said the community and Moscow City Council sees completion of the Moscow couplet, even if it is phased, as a much higher priority than construction of a widened highway south of Moscow on US-95.

State Highway 8 West is experiencing higher traffic volumes now than were predicted in the year 2000. The Mayor said the improvement project is absolutely critical and the highest priority of the City; it must be kept on the six-year plan. A 1976 conceptual plan for widening SH-8 is inconsistent with the goals and objectives formulated by the Highway 8 West Ad Hoc Task Force, according to Task Force Chair Crookston, and should be revised. The Task Force will work with District Engineer Clayton on alternatives. The Mayor asked that the proposed alignment of SH-8 be shifted toward the south, west of Line Street, so that the north curb line and landscaping near the Palouse Empire Mall could be retained. He also asked that a couplet between Washington and Line Streets be considered.

State Highway Administrator Green asked the Mayor to communicate written suggestions for the staff to evaluate. The Mayor said he would do so.

Delegation - Lewiston City Council. Councilman Wing made his final report to the Board on contributions solicited for improvement to Down River Road. A recap follows:

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City of Lewiston	\$75,000
Port of Lewiston	50,000
Port of Whitman County	50,000
Nez Perce County	25,000
Stegner Grain and Seed	5,000
Longview Fibre Co.	2,000
3 B's Transportation Co.	1,000
Sort Well, Inc.	1,000
Zirbel Transport, Inc.	1,000
Potlatch Corp.	15,000
Tidewater Barge Lines	15,000
Knappton Corp.	2,000
Excel Transport	1,000
Jack Buell Trucking	500
TOTAL	\$243,500

Chairman Ohman congratulated Councilman Wing on a "Herculean effort" in raising funds to improve the subject route. State Highway Administrator Green recommended state funds amounting to \$266,500 be added to the commitments received by Councilman Wing for interim improvements to Down River Road. See following discussion on state-funded projects.

In light of local and private contributions, the Board approved adding Down River Road and a portion of Old Spiral Highway in Lewiston to the state highway system, to be designated SH-128. That official action is shown in Exhibit B-253 which is made a part hereof with like effect.

Washington Department of Transportation will be notified of the action so it can petition the Washington Legislature for inclusion of Washington route 128 on its state system.

State-funded and Advance Construction Projects. To further draw down the current balance of state funds in FY90, the Board approved the following state-funded projects:

I-84B	11th Avenue Underpass, Nampa	\$ 90,000
Local	Down River Road, Lewiston	510,000*
SH-75	Hailey - Ketchum	390,000
I-15	Bird Refuge grade separation	40,000

*See previous discussion on Lewiston City Council.

The following projects were approved for advertising as advance construction, providing an adequate operating cash balance of state funds is maintained:

US-30	Lund - Alexander	\$2,300,000
SH-69	Amity - I-84, North of Kuna	3,242,000

Delegation - Kootenai County Commission. Commissioner Haakenson asked that the Board reserve federal-aid funds for use on the Centennial Trail until additional information and

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commitments could be confirmed since there are several segments of the project yet to be resolved. (See Board action during July 23, 1989 meeting.)

State Highway Administrator Green said the District would continue to work with the Trail committee.

1989-90 Winter Maintenance Standards. District Maintenance Engineers recommended retention of the 1988-89 winter maintenance standards based on an annual review of benefits vs costs of changing standards for each section of highway.

The Board retained the 1988-89 winter maintenance standards for use during the 1989-90 season.

Status of Current FY Program Obligations. Because the last quarterly report showed such a large gap between obligations to date and the targeted amount, a revised report was presented to the Board. The current chart showed \$86.4 million in obligations compared to a target of \$117.5 million. By the end of the federal fiscal year, it is expected that \$141.9 million, including interstate discretionary and emergency relief funds, will have been obligated.

Relinquishment of Certain Sections of SH-7 in Clearwater County and SH-64 in Lewis County. After reviewing the testimony from the three public hearings, the Board acknowledged the concerns of local officials about improvements to and maintenance of the highways. Section 40-310, Idaho Code, however, requires that the Board make a decision and notify affected local entities within ten days of the close of hearing. The Board continued to believe that the roads in question do not exhibit the characteristics of a state highway. Therefore, the Board approved the relinquishment of the subject highways pending successful negotiations by the District Engineer regarding improvements to the roads or a cash settlement. The results of the negotiations will be communicated to the Board and the decision modified if necessary. The official decision is shown in Exhibit B-254 which is made a part hereof with like effect.

System Action, US-20-26 and SH-44 in Ada County. Construction of the Chinden/Broadway corridor in Boise require adjustments to the state highway system within Ada County. A public hearing was held and attended by Board Member Batt and Ada County Highway District (ACHD) Director MacGregor. The Board reviewed the testimony from ACHD and approved the following systems actions.

- Relocation of US-20-26 on the Chinden/Broadway connector as sections are completed and put in operation.

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- Removal of SH-44 from the intersection of State Street and Glenwood to 15th Street; then along 15th and 16th Streets to the intersections with Front Street. In addition, Glenwood Street from State Street to Chinden Boulevard would be added to the system and designated SH-44.

In recognition of the condition of the Boise River structures, the Board agreed to replace or rehabilitate the bridges and pay the local matching funds to complete the work.

The official decision is shown in Exhibit B-255 which is made a part hereof with like effect.

Grant of Permanent Easement, Materials Source AD-78S. Eagle Sewer District applied for a permanent easement across the materials source for installation of a trunk sewer pipeline.

The Board approved the request and signed the document.

Trade of Surplus Property, I-IG-80N-1(23)35, Key A2549, Parcel 18-R-1, I-184. District 3 proposes development of a park and ride lot in the vicinity of 0.734 acre landlocked tract and has the opportunity to trade the parcel for an accessible site for the park and ride lot.

The Board approved the trade and executed the deed conveying 0.734 acres to Ronald W. Van Auker, Inc.

Conveyance of Abandoned Right-of-way, FAP-1-A, Parcels 1-22 and 25-30, Old US-95. In order to clear titles on the parcels, it was recommended that the subject sections be quitclaimed to the appropriate road districts.

The Board approved the request and executed the quitclaim deed on Parcels 1 through 22 to the City of Hayden, and Parcels 25 through 30 to the Lakes Highway District.

Conveyance of Surplus Lands, SN-FAP-100A, Key A-0360, Parcels 7-R, 7-R-1 and 8-R, US-95. Adjoining property owners requested the surplus 50-foot strips be conveyed back to them to aid in clearing property line disputes.

The Board approved the request and executed a quitclaim deed on Parcel 7-R to Larry T. Jones, et ux, and another quitclaim deed on Parcels 7-R-1 and 8-R to Roy B. Taylor, et al.

Condemnation Action. The Board signed the order of condemnation on the following parcel as recommended by the Chief of Highway Operations:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Key No.</u>	<u>Route No.</u>
I-184-1(7)4	59	2881	I-184

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

Stockpiles 3632 and 3637, Keys 3958 and 4124 - Caldwell and Weiser Maintenance Yards. Low bidder: Byran C. Rambo Crushing Co., Inc. - \$146,957.15.

Stockpiles 4540 and 4534, Keys 3961 and 3962 - Hill City and Fairfield Maintenance Yards. Low bidder: Kloepper, Inc., Paul, Idaho - \$103,283.00.

F-RRP-6501(36) and RRP-7446(001), Keys 0310 and 4190 - Idaho Falls South and Sunnyside Road, Yellowstone RR Crossing. Low bidder: H-K Contractors, Inc., Idaho Falls, Idaho - \$1,484,938.27.

STM-6451(515), (514) and STM-6840(508), Keys 4092, 4091 and 4093 - INEL-Butte County Line, Jct. SH-33 to Butte County Line, and Jct. SH-33 to Jct. SH-28. Low bidder: Robert V. Burggraf Co., Inc., Idaho Falls, Idaho - \$350,844.00.

STM-3271(570), Key 3634 - Lardo Bridge in McCall. Low bidder: A & J Construction, Boise, Idaho - \$64,873.00.

STM-1481(592) and Stockpile 5553, Keys 3934 and 4492 - Nounan-Bennington and Wardboro Site. The low bid was more than ten percent over the engineer's estimate. Staff reviewed the bids and found both to be high on almost every item. The engineer's estimate could not be resolved to within ten percent of the bids. The District and Contract Administration, therefore, recommended rejecting the bids, combining the project with another, and readvertising in the spring; the Board concurred.

ST-4211(531), Key 4290 - Clearwater Valley High School turnbays, near Kooskia. The low bid was more than ten percent over the engineer's estimate. Since there was only one bid and a short construction period, the District recommended the project be rejected and reprogramed for the next construction season; the Board concurred.

Stockpile 1540, Key 4409 - Athol. The low bid was more than ten percent over the engineer's estimate. The project was to crush chips for seal coating on US-95. Since there will be limited seal coating during the centennial year and the low bid was excessive, the District recommended the project be rejected and readvertised in FY93; the Board concurred.

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Stockpiles 4532, 4556 and 4562, Keys 3683, 4340 and 4523 - West Kimama, Heyburn Interchange and Materials Source Md-43. The low bid was more than ten percent over the engineer's estimate. An opportunity exists whereby additional contractors would bid the project if it was readvertised. In addition, the material produced on this project is not needed until next summer. The District recommended the project be rejected and readvertised for a June 1, 1990 completion date; the Board concurred.

Disbanding the Idaho Highway Program Review Advisory Board. The review of the Department's highway operations by the Highway Users Federation began in late 1984 and culminated in a published report the following April. The committee continued to monitor the Department's progress on specific recommendations but has not been active since 1987.

The Board disbanded the Advisory Board since it is no longer needed. Each member will be thanked for his service and provided a final accounting of Department activities on study results.

Board Policy B-03-01, Acquisition and Disposal of Real Properties and their Improvements. The policy was revised to allow the Director to execute appropriate deeds conveying right-of-way parcels having a value of \$100,000 or less. All parcels above that amount are reviewed by the Board.

The Board approved the revision and the Board Chairman signed the policy.

Various Board Policies Involving Maintenance Activities. The following policies were revised to correct Idaho Code references, title changes and typographical errors. No substantive changes were included.

- B-05-03, Route Designation for Special Truck Operations
- B-05-05, Roadside Vegetation Maintenance
- B-05-06, Winter Maintenance Standards
- B-05-14, Roadside Turnouts and Rest Areas
- B-05-15, State Institution Road Improvement
- B-05-16, Maintenance of State Highways
- B-05-25, Snowplowing Outside of State Highway Boundaries
- B-05-27, Roadside Activities by Volunteer Groups
- B-05-33, Unauthorized Signs and other Encroachments on Right-of-way
- B-05-34, Closures or Restricted Use of State Highways
- B-19-08, Local Bridge Inspection Funds

The Board approved the revisions and the Board Chairman signed each policy.

Gubernatorial Appointments to the Motor Vehicle Dealer Advisory Board. Governor Andrus made the following appointments for terms expiring July 1, 1992:

Park Price (reappointment)
Park Price Motors, Pocatello
Representing new car dealers

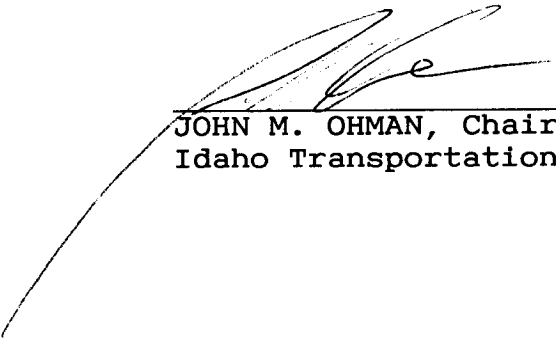
Martel Taylor (reappointment)
U & I Auto Trade Auto Sales, Rigby
Representing used car dealers

Dale Durham (new appointment)
Dale's Auto Sales, Boise
Representing used car dealers

Rule 39.C.44, Relocation Assistance for Persons Displaced by Public Programs. The rule was approved on an emergency basis April 14, 1989 for a period of 120 days. The rule was not promulgated on a permanent basis during that period because information on the corresponding federal regulations was not forthcoming.

The Board approved another 120-day emergency period on this rule (formerly 39.02.03.06) so that relocation assistance payment could continue for recipients without interruption. The Board authorized its Executive Assistant to process the rule through the Administrative Procedure Act on an emergency and regular rulemaking basis.

WHEREUPON, the Board meeting adjourned at 4:00 PM.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and Approved
September 15, 1989
Boise, Idaho

August 18, 1989

SUPPLEMENT TO THE AUGUST 1989 MEETING OF THE
IDAHO TRANSPORTATION BOARD

August 30, 1989

Through telephone contact with Board Chairman John M. Ohman, Vice Chairman Marion Davidson and Member Phil Batt on August 30, 1989, the Executive Assistant to the Board obtained approval to award a contract on Project IR-15-1(073)7, Key 1019, Cherry Creek Rest Area. The low bid was more than ten percent over the engineer's estimate. On examination, staff found that three items were omitted from the estimate. Adding the items to the estimate brought it within 4.5% of the low bid. The Board agreed to award the contract to the low bidder: Intermountain Construction, Inc., Idaho Falls, Idaho in the amount of \$1,327,101.28.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
September 5, 1989
Boise, Idaho

August 30, 1989

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

September 15-16, 1989

The Idaho Transportation Board met in regular session in Boise, Idaho on September 15, 1989 at 8:00 AM in the Transportation Building. The following people were present:

John M. Ohman, Chairman - Region 1
 Marion Davidson, Vice Chairman - Region 3
 Phil Batt, Member - Region 2
 Mary F. Detmar, Executive Assistant to the Board
 Kermit V. Kiebert, Director
 George J. Neumayer, Deputy Director
 G. Keith Green, State Highway Administrator
 Jeff Stratten, Public Information Officer
 Jack T. Coe, Division Administrator - Federal Highway Administration

Board Minutes. The August Board minutes were approved as distributed to Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

October 19-20, 1989 - District 6
 November 30-December 1, 1989 - District 4
 January 18-19, 1990 - Boise
 February 15-16, 1990 - Boise
 March 15-16, 1989 - Boise

Director's Report. Director Kiebert described his goals for revenue increases over the next two years: allow interest from highway distribution account to be returned to ITD; lay groundwork for fuel tax increase in 1991 by identifying prioritized needs. The District Engineers will again be asked to communicate needs to and answer questions from state legislators prior to the 1990 session.

The United States Senate held subcommittee field hearings in Twin Falls on August 21 and in Idaho Falls on August 22 to gather testimony on a national transportation policy.

Board Member Davidson, Director Kiebert and District Engineer Clayton met with the Washington Transportation Commissioners and Department staff in Pullman, Washington to discuss projects of mutual interest.

Director Kiebert briefed the Board on the possible sale of Union Pacific Railroad branch lines in the Boise area.

Delegation - Nampa City Engineer. Larry Bledsoe asked the Board to keep the 11th Avenue project in Nampa on schedule so it would coincide with a bank remodeling project

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and necessary utility work. The preferable timing would be for the bank's project to precede the street work.

The Board appreciated the information and would take it into consideration during the following day's deliberations on the highway programs.

Delegation - Burley Highway District Commission and State Legislators. Attorney for the Commission, Richard Smith, reminded the Board that the project on 500 South road had been broken into two phases prior to the federal-aid secondary exchange program being implemented by the Board. The first phase is complete but the Highway District does not now have secondary funding available for the second phase. Highway District Engineer Harper believed the second phase should be built to the same federal-aid standard as the first phase for safety reasons. State Senator Darrington said the route is the second most important in the area for agricultural, recreational and economic reasons and should be finished. According to State Representative Newcomb, the route is the shortest distance between Burley to a recreational facility in the area and an important connector within the highway district.

The Board asked staff to evaluate the suggestions, identify alternatives and present the report to the Board at its November-December meeting. The Board will also look at the road during the District 4 tour on November 30.

Delegation - Coeur d'Alene City Officials. City Council President Reid and Administrator Wetzel asked the Board to consider an additional request of \$297,000 to complete the connections for phase 2 of the Lakeside Avenue project from 1st to 7th Street. The project was programmed last year in FY90 at a cost of \$740,000. Board members Batt and Ohman suggested soliciting private resources within the community citing the many statewide project needs and limited funding available.

The Board appreciated the information and would take it under consideration when setting project priorities the following day.

Delegation - Scenic US-95 Association Representatives. Weiser Chamber of Commerce Member Bob Barber asked that he and President of the Association, Jack Tallent, be afforded the opportunity to review the department's feasibility study of the proposed Olds Ferry road and bridge. The Board directed District 3 Engineer Dick to work with them.

In answer to the inquiry about the status of the proposed extension of SH-16 between Emmett and Mesa, the Board said the consultant contract for the environmental impact statement would be terminated. The project is worthy of consideration but no funding can be foreseen to build it

in the immediate future. In addition, Board members remain committed to improvement of US-95 before the new Indian Valley route is constructed.

In answer to a third question, the Board indicated that there is no written, detailed plan for projects beyond the current development program. Tallent believed it is necessary to have a long-range plan for highway development.

Both gentlemen asked how they could assist in securing more revenue for the state. Board Chairman Ohman said they could:

- contact state legislators to convey their needs and encourage support for additional highway user revenue;
- communicate project priority to the appropriate District Engineer; and
- join with ITD in contacting Idaho's congressional delegation when the new 1991 federal highway act is being considered.

Delegation - Ada Planning Association and State Legislators. Executive Director Bowman asked the Board to consider the following APA priorities for projects:

- FY91, construct Eagle alternate route;
- FY92, realign SH-55 from State Street to Shadow Valley and widen Eagle Road from Fairview to Chinden;
- FY93, complete SH-21 connector from Gowen interchange to Diversion Dam; and
- FY94, rebuild the Cole-Overland interchange on I-84.

The top unfunded system improvement priorities in Ada County are widening of Glenwood Bridge and SH-69 from Amity Road south to the City of Kuna.

APA Board Chairman Bisterfeldt, in a letter, urged the Board to correct the funding inequity in Ada County. According to a graph prepared by APA staff, the county receives 18.2% of the federal dollars available to the state, averaged from the last six-year development program. But that average is distorted by the magnitude of projects in the last year of that program - ones that may not be built.

Eagle City Councilman Minow supported the request to build the Eagle alternate route and suggested the east leg be constructed first.

Ada County Highway District Commissioner Winder stated that while the county has contributed \$19 million to the

highway distribution account, it only gets back \$5 million. He believed that proportion should increase. On other matters, he appreciated the support from District 3 in coordinating the Vista Avenue project and from headquarters staff on the review and inspection of county bridges.

State Senator Gilbert urged the Board to set a more realistic timetable for highway projects. She complained that real estate clients, for instance, cannot plan on property development because the construction years change so often.

The Board appreciated all the comments and would consider them when setting project priorities the next day.

Authority of Division of Public Works. Attorney Parry concluded that the Permanent Building Fund Advisory Council must approve all public works projects for our administrative office buildings which exceed the cost of \$5,000. If the Council approves a project, the Division of Public Works acts as ITD's agent into entering contracts, making payments, and accepting the work. The Division can require an agency to transfer money to the Permanent Building Fund to pay for the costs of the projects.

Out-of-state Travel, Advisory Boards. The Board asked that a review of travel by all advisory boards/commissions be included in the recommendation pertaining to out-of-state travel for the Aeronautics Advisory Board. Department reimbursements indicate that no requests have been made for out-of-state travel by the other three statutory boards/commissions: Traffic Safety Commission, Idaho Automobile Dealers Advisory Board, and the Local Highway Needs Assessment Council.

The Board required Bureau Chiefs to include out-of-state travel for part-time boards/commissions/councils in their annual budgets similar to certified employees.

Annual Employee Training Cost Report, FY89. Almost 86,000 classroom hours were reported during FY89, an increase of 14% over FY88. A major part of the training involved core training for Transportation Technicians. Nine technical courses were sponsored by the National Highway Institute. The total cost of training for FY89 was almost \$1.8 million which represents .7% of the total department budget and 3.39% of the salaries and wages budget.

Tentative FY91 ITD Budget Request. Deputy Director Neumayer summarized the department's budget request for FY91. Expenditures are expected to be \$109.4 million with total revenue at \$98.8 million; representing a shortfall (without a cost of living adjustment) of \$10.6 million. ITD's share of

the highway distribution account (HDA) for FY90 is \$93.8 million but will decrease to an estimated \$92 million because of the formula change in FY91.

A more detailed budget picture will be presented at the November-December Board meeting.

Department Service Awards. The Board participated in giving service pins and certificates to ITD employees in headquarters. The presentation was followed by comments from Alan Winkle, Deputy Director of the Idaho Public Employees Retirement System.

Status Report on Damage to I-84 Overpass East of Burley. Chief Legal Counsel Trabert briefed the Board on pending legal action regarding damage to the structure when it was hit on July 14, 1989.

Vehicle Titles Guide. The new brochure published by the department describing titling procedures and requirements was reviewed by Board members. They believed the format and information would be valuable to motor vehicle owners.

Revolving Loan Program for Aviation Grants. Attorney Parry reviewed the legality of such a program as suggested by the Aeronautics Advisory Board. He determined that the department has the statutory authority to loan funds to cities. If state funds are involved, then an appropriation from the state legislature is needed. Federal funds could be loaned if the federal grant authorizes this type of use. In addition, cities can legally borrow money without voter approval for repairs and renovations of airports.

Realigned Junction of US-89 and SH-61. During the April Board tour of District 5 the Bear Lake County Commission asked the Board to consider making US-89 a through route. District 5 Engineer Frank evaluated the suggestion and proposed to make US-89 the through route under projects F-1531(013) and F-1551(001).

The County will be advised that the recommendation will be made a part of the formal public hearing on the two projects.

UMTA Section 18 Program of Projects, FY90. The program contains anticipated funding levels for proposed projects. Because Idaho's FY90 allocation has not yet received final congressional action, the levels noted are based on the FY89 allocation per the recommendation of the UMTA regional office. Projects will be implemented on January 1, 1990 when final funding levels will be known. Staff anticipated minimal percentage adjustments to the levels indicated.

Funds will be used for projects for a 15-month period. The grant cycle is being adjusted to alleviate problems

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inherent in applying for anticipated funding levels, then correcting the amounts when actual levels are known.

The Board approved, with one abstention from Member Batt, the FY90 program of projects as recommended and authorized staff to apply for, execute and implement Grant #ID-18-X008. The program is shown in Exhibit C-283 which is made a part hereof with like effect.

Rule 39.C.48, Routes Exempt from Local Plans and Ordinances. The rule (formerly 39.01.09.02) was amended to eliminate the specific list of state highway routes which are exempt from local plans and ordinances. The official system description will be kept current in department records and available to the public. Removal of the specific routes from the rule will allow necessary changes to be made without the necessity of repromulgating the rule. Also included in this amendment was the purpose of the rule: to maintain a cooperative relationship with the local entities regarding the state highway system and the local planning act. The new numbering and formatting system was also incorporated in the revised rule.

The Board approved the revisions and authorized its Executive Assistant to process it through the Administrative Procedure Act.

Highway System of National Significance. The AASHTO Policy Committee is developing draft national legislation that would include two categories of highway funding: a highway system of national significance (HSNS) and a flexible program. These would replace the current categorical funded programs.

Each state has been asked to redefine its principal arterial system and then identify its HSNS. Idaho's testimony at an August 1989 workshop discussed appropriate funding levels:

"Funding authorization is recommended at one-half of the trust fund for the defined national highway system and one-half of the trust fund for the flexible program. States should be allowed to transfer up to fifty percent of the flexible apportionment to the national system and up to twenty percent of the national system apportionment to the flexible program."

Staff will continue to monitor the development of national legislation, provide input as necessary and keep the Board informed as conditions warrant.

Consultant Agreement for Underground Storage Tank Study. In May 1989 the Board approved hiring a consultant to study the department's fuel management practices at an estimated cost of \$50,000. Based on a defined project scope and

identification of specific work tasks and requirements, it is apparent that an additional \$15,000 will be necessary to accomplish the study.

The Board approved a revised total cost of \$65,000 for the consultant contract.

Special Permit for Operation of Over-legal Truck Combinations on SH-52 and SH-55. Ron Sale requested a special permit to operate an 82-foot overall length doubles combination on SH-52 between Emmett and Horseshoe Bend, and on SH-55 between the junction of SH-44 and McCall. He based his request on economic factors: he can save approximately \$14,000 annually if this operation is approved which will allow him to stay competitive with other cattle haulers.

Staff determined that the doubles combination off-tracks over a foot less than the cattle trailers now authorized to operate on the routes by special permit.

The Board approved the issuance of a special permit for the subject operation on SH-52 and SH-55 as outlined.

Highway Access Control. In compliance with Board Policy B-12-15, each year the Board reviews the highway access control map for the rural state highway system. No changes were recommended and the Board approved use of the map dated August 1984 for another year.

Roadway Widths. In accordance with Board Policy B-14-02, the Board annually reviews the recommended roadway widths for rural portions of the state's highway system. AASHTO will soon publish new standards for roadway widths at which time Idaho's map will be reviewed. Until then, the Board approved continuing to use the map of roadway widths dated July 1984.

Supplemental Agreement for Design of F-3271(52), Key 3758, SH-55. Development in the area of the original alternative routes requires that new alternatives be considered in the design of the project on SH-55 from the junction of SH-44 north.

The Board approved a supplemental agreement with Centennial Engineering, Inc. in the amount of \$26,650.23.

Illegal Sign South of Malad, I-15. In March 1989 the Malad Chamber of Commerce applied for a permit to place an outdoor advertising sign. ITD advised the Chamber that a permit could be issued once the property was zoned commercial and commercial activity was established on the site. The property was subsequently "spot zoned" commercial. In June the Chamber erected a sign on the property absent any commercial or industrial activity. The Chamber was advised the sign was illegal and a permit could not be issued for it.

The Board concurred with the Chief of Highway Operations' recommendation to post the sign as illegal and if not removed by the owner within the requisite time, it would be removed by state forces.

Condemnation Action. The Board signed the order of condemnation on the following parcel as recommended by the Chief of Highway Operations:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Key No.</u>	<u>Route No.</u>
DE-0083(804)	23	3976	I-184

Relinquishment of Easement, I-80N-1(12)37, Key A0307, Parcel 33-E-1, I-84. The property owner asked the department to relinquish or quitclaim the state's interest, in a permanent easement for access, back to the underlying property owner.

The Board concurred with the Chief of Highway Operations' recommendation and executed the easement termination agreement on the subject parcel.

Exchange of Real Property, I-184-1(5)4, Key 2763, Parcel 10-R, I-184. In accordance with the legal settlement made with property owners, one of the provisions was to deed the remainder of the Fuller Paint property ownership as a partial payment. The department concluded its demolition contract of the Fuller Paint building and it is appropriate to now divest the title.

The Board agreed and executed the deed on certain real property in favor of Warehouse 223, an Idaho general partnership.

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

F-RRP-6501(36) and RRP-7446(001), Keys 0310 and 4190 - Idaho Falls South and Sunnyside Road, Yellowstone Railroad Crossing. Low bidder: H-K Contractors, Inc., Idaho Falls, Idaho - \$1,484,938.27.

ST-2392(575), Key 4511 - Galena Summit to Salmon River. Low bidder: H-K Contractors, Inc., Idaho Falls, Idaho - \$917,114.00.

STM-0840(600), Key 4604 - I-84 and I-184 Roadside Litter Pickup. The low bid was found to be irregular; the second low bid was more than forty percent below the engineer's estimate. Since this is a pilot project, staff had no experience in estimating the work. The difference is believed to be in the overhead rate, direct costs and fringe benefits. The staff and district recommend the contract be

awarded to the low bidder; the Board agreed. Low bidder: H.M.S. (Highway Maintenance Systems), Boise, Idaho - \$37,852.00.

F-2352(20) and STM-2352(538), Keys 4182 and 4334 - Tikura to Jct. US-20 and Carey to Tom Cat Hill. Low bidder: Kloepfer, Inc., Paul, Idaho - \$253,082.31.

ID-15-3(079)181, Key 4514 - Spencer I.C. to Montana State Line. Low bidder: J.J. Welcome Construction Co., Inc., Redmond, Washington - \$5,818,068.65.

ST-3271(583), Key 4283 - City of Horseshoe Bend. Low bidder: Nelson Sand & Gravel Co., Inc., Boise, Idaho - \$196,361.00.

DE-0083(811), Key 4598 - Myrtle Couplet Structure Demolition. The only bidder was more than ten percent over the engineer's estimate. The demolition project is relatively new and the parties involved were inexperienced in preparing estimates for the area. Also, there were no other projects to use for comparison to justify the low bidder's estimate. Since completion of this project is needed before the next phase can begin (expected to start before winter), the staff and district recommend award; the Board concurred. Low bidder: P.M.I., Boise, Idaho - \$73,125.00.

Board Policy B-05-19, Right-of-way Fencing. Direction contained in B-05-19 is outlined in other department procedures and plans, making the policy redundant and unnecessary. Staff recommended the policy be rescinded and the Board agreed.

Board Policy B-05-26, Lights on Snow Removal Equipment. The information in B-05-26 is specifically covered in Idaho law. Since the department is mandated to use the equipment, the Board policy is unnecessary. Staff recommended the policy be rescinded and the Board agreed. A new rule on the subject will be presented at the next Board meeting.

WHEREUPON, the Board meeting recessed at 5:40 PM.

September 16, 1989

The following people were present when the Idaho Transportation Board reconvened at 8:00 AM on Saturday, September 16, 1989 in the Board Room of the Transportation Building, Boise, Idaho:

John M. Ohman, Chairman - Region 1
Marion Davidson, Vice Chairman - Region 3
Phil Batt, Member - Region 2
Mary F. Detmar, Executive Assistant to the Board
Kermit V. Kiebert, Director

September 16, 1989

George J. Neumayer, Deputy Director
 G. Keith Green, State Highway Administrator
 Jeff Stratten, Public Information Officer
 Keith Longenecker, Transportation Planning and
 Programming Manager
 Ray Mickelson, Program Control Manager

Annual Update of Highway Development Programs for Interstate Rehabilitation, Primary, Secondary, Urban, Critical Bridge, Hazard Elimination and Rail-Highway Crossing Projects, FY90-94. Ray Mickelson gave an overview of the procedures used to bring the annual updated programs before the Board for approval. He also discussed the master funding plan. Major shifts in projects resulted from:

- Overprogramming - more projects were scheduled than available funds; and
- Project cost increases - initial estimates of projects didn't accurately reflect actual construction costs. Revised cost estimates for the 330 projects in the plan increased by \$92 million, or about 18 percent over the previous program.

Board Member Batt expressed serious concern over the credibility of previous programs and wanted these to be more financially responsible and realistic. In that vein, several changes were made to the format of the program sheets. Only the first year, FY90, is shown as the contract schedule. The projects in that fiscal year should go to contract then, even though construction work may not begin until the following year. The next four years of the program will be called the development schedule. Project delays may occur in those years due to lack of available funding, project development problems, federal regulations or emergencies. The final column of the program sheets includes projects that will be actively developed with authorization for preliminary engineering and right-of-way acquisition but without a specific year. Projects in that last column will be limited to the amount of funds available.

In order to balance project needs and available funding, the Board made several changes to the programs. The FY90-94 development programs for the following funding categories are contained in the Exhibits listed. Those Exhibits are made a part hereof with like effect.

Interstate 4R - Exhibit C-284
 Primary - Exhibit C-285
 Secondary - Exhibit C-286
 Urban - Exhibit C-287
 Critical Bridge - Exhibit C-288
 Hazard Elimination - Exhibit C-289
 Rail-Highway Crossing - Exhibit C-290

Delegation - David Wolin. Mr. Wolin explained the chronology of events surrounding his request for a personalized license plate "John 3 16". Mr. Wolin believed that his request, representing a Bible verse, should not be considered offensive to anyone and, therefore, should be issued. The application was initially denied on the basis that the message was of religious significance which is specifically prohibited by Rule 39.01.32.26.

The Board regretted that Mr. Wolin was not afforded the opportunity for administrative appeal prior to the subject being considered by the Board.

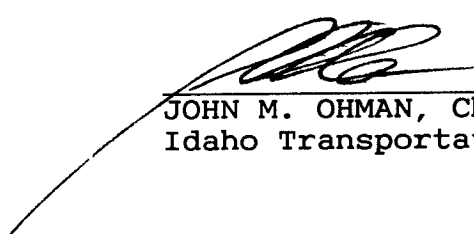
The matter of personalized license plates was discussed by the Board in May 1989 during a general discussion on the criteria used to reject applications for the special plates. No consensus was reached at that time on specific guidelines. During the June 1989 meeting additional information supporting the existing regulation was provided and a majority of the Board voted to leave the current practices intact.

Because enforcement of the rule was subject to interpretation by staff, Registration Services Manager Kinney recommended that the plate be issued.

Board members discussed the issue at length again and were split on the restrictiveness of the existing policy. Staff was instructed to redefine the regulations. Based on the revised staff recommendation, the Board suggested to Mr. Wolin that he resubmit his request for the personalized license plate.

WHEREUPON, the Board meeting adjourned at 12:30 PM.

Read and Approved
October 20, 1989
Boise, Idaho



JOHN M. OHMAN, Chairman
Idaho Transportation Board

SUPPLEMENT TO THE SEPTEMBER 1989 MEETING OF THE IDAHO TRANSPORTATION BOARD

September 29, October 2 and October 4, 1989

Through telephone contact with Board Chairman John M. Ohman on October 2, 1989, Vice Chairman Marion Davidson on October 4, 1989 and Member Phil Batt on September 29, 1989, the Executive Assistant to the Board obtained approval of the following:

September 29, October 2 and 4, 1989

Supplemental agreement with Kingsley and Associates to develop and implement a Black Participation Program in conjunction with the supportive services contract for the Disadvantaged Business Enterprise (DBE) program in Idaho for FY90, \$31,000.00.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
October 20, 1989
Boise, Idaho

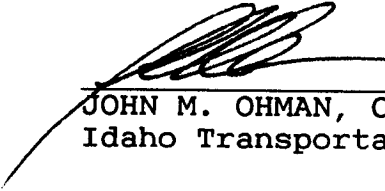
SUPPLEMENT TO THE SEPTEMBER 1989 MEETING OF THE
IDAHO TRANSPORTATION BOARD

October 4 and 5, 1989

Through telephone contact with Board Chairman John M. Ohman and Vice Chairman Marion Davidson on October 5, 1989, and Member Phil Batt on October 4, 1989, the Executive Assistant to the Board obtained approval of the following items:

Expenditure of \$87,000 from District 6 operating budget to reconstruct portion of SH-22 west of Dubois (MP 63.7-64.0) by laying back slopes on two cuts in order to reduce the problem of drifting snow. Work is expected to be completed prior to the onset of major winter storms.

Movement of 16-foot wide mobile home, SN0513, from Montana to Washington through Idaho. The 16-foot wide mobile home is necessary due to rehabilitation of accident victim. Additional cost to move the unit on a semi-trailer rather than on its own axles, as required by Rule 39.C.10, Section 7.c, is approximately \$1,000. The Board waived the regulation on the basis of an economic hardship and allowed the movement of the 1989 Atlantic mobile home on its own axles.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
October 20, 1989
Boise, Idaho

October 4 and 5, 1989

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD
AND TOUR OF DISTRICT 6

October 18-20, 1989

The Idaho Transportation Board met in regular session in Boise, Idaho on October 18, 1989 at 1:30 PM in the Transportation Building. The following people were present:

John M. Ohman, Chairman - Region 1
Marion Davidson, Vice Chairman - Region 3
Phil Batt, Member - Region 2
Mary F. Detmar, Executive Assistant to the Board
Kermit V. Kiebert, Director
George J. Neumayer, Deputy Director
G. Keith Green, State Highway Administrator
Jeff Stratten, Public Information Officer
Jack T. Coe, Division Administrator - Federal Highway
Administration
Judie Wright, Senior Financial Analyst - Governor's
Budget Office

FY91 Budget. The FY91 budget request reflects a 3.77% decrease from estimated expenditures for FY90. That decrease is due to the contract construction payout of the one-time Interstate Discretionary funds for the completion of the Interstate system in the highway program. Deputy Director Neumayer highlighted the standard class changes:

- Personnel costs have been adjusted upward by 1.5% to cover fringe benefit changes and longevity increases. No salary increases were included in the budget request pending decision by the Governor and the Legislature.
- Operating expenditures have been increased by 4.5% in keeping with the Division of Financial Management's guidelines for inflation.

Twenty-eight new full-time equivalent (FTE) positions were included in the budget: 22 in Motor Vehicles, 3 in General Support and 3 in Highways. Chairman Ohman stressed that adequate justification must be provided for all FTE's requested. He also asked that the Board be informed immediately of any budget changes.

District 1 Engineer Baker and Maintenance Supervisor Sullivan explained the cost overruns from original project estimates on the new District 1 headquarters complex. The Engineer for the Division of Public Works (DPW), Larry Osgood, attended this part of the meeting and explained DPW's administration of the project. He explained that the original estimate from ITD was accepted by DPW without a close review. Several discrepancies and additional items have been identified which brought the total project estimate to

October 18, 1989

approximately \$1.5 million more than originally reported. All parties involved pledged to work closely together during the course of the project.

The Board approved the budget, including the additional \$1.5 million for District 1, but stressed that costs for the new office complex be contained and that nothing new be added.

Eterna-Line Corporation's Contract Claim, Project IR-84-2(20)49, I-84. Attorneys Stewart, Carsman and Bohner as well as Eterna-Line President Neighbors met with the Board to provide further information before the Board deliberated on the hearing officer's Findings of Fact and Conclusions of Law. Attorney Stewart found fundamental flaws in the findings and believed the case to be in an adversary posture because the hearing officer was under contract to the Board. He asked the Board to consider the possibility of mediating the matter.

The hearing officer sided with the state in most cases, Stewart said, even though he found the conduct of ITD's personnel to be egregious. He suggested that the proper resolution of the matter would be mediation or reevaluation of the costs awarded. If the hearing officer's findings are accepted by the Board, Eterna-Line's attorneys would file for trial de novo (by jury). They cited a 1985 Wyoming case stating the state cannot be judge, jury and executioner. Mr. Neighbors believed that an objective third party should hear the case.

Chairman Ohman told the delegation that the Board would take the matter under advisement and make a determination later.

Board Member Batt asked staff to prepare a history of settlement offers. The Board also asked legal counsel to research the Wyoming case referred to by Attorneys Stewart and Carsman.

Proposed Board Policy B-09-06 on Removals and Additions to the State Highway System. In accordance with Section 40-310, Idaho Code, the Board has the power and duty to determine which highways, or sections of highways, in the state should be part of the state's system. Further, the Board recognizes that local travel patterns are most effectively met by local road jurisdictions.

The proposed policy employed a rating criteria incorporating a numerical rating of zero to 100 as follows:

Factor	Maximum Points
- State statutory goals	40
- Average daily traffic	10
- Vehicles miles of travel index	20
- Parallel or duplicate service	10
- Need for continuity with bordering state systems	10
- Importance to the state highway system grid	10

On the subject of possible removals from the state highway system, the Board reviewed the present list of low volume roads which is ranked according to their composite state highway rating. The Board will annually review that list and identify potential candidates for removal.

A proposed formula for local maintenance cost reimbursement for highways removed from the state highway system was discussed at length. Board members read a recent memorandum from District 2 Engineer on the reimbursable maintenance costs. Several alternatives were presented. The Board recognized that local highway jurisdiction annual financial reports indicate that the counties and highway districts as a whole spend 46.5% of their total revenue on maintenance. The distribution formula for the highway distribution account provides 45% of the state revenue to the counties and highway districts according to the certified improved road mileage. Because of the close percentages, the Board decided to base local maintenance cost reimbursements on the legislated distribution formula. The Board further decided that the policy should reflect that the maintenance reimbursement is independent of the condition of the road at the time of removal, and of the value or cost of highway improvements done by ITD as a part of the negotiated conditions of removal. Guidelines and standards will be established for Districts to measure condition before removal. Any highway improvements performed by ITD or cash settlement in lieu of construction would not be considered a part of any maintenance reimbursement.

Upon request of a public agency having jurisdiction over a segment of road, the Department would initiate an evaluation of a proposed addition to the state highway system using the same highway rating criteria set forth for removals.

The public hearing period was defined in the proposed policy to allow time for negotiation of items resulting from public hearing testimony and for presentation of a road removal agreement to the local jurisdictions after the closing date of public testimony and prior to the end of the public hearing period.

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The Board approved the concept and asked staff to evaluate lowering the points for removal, and raising the points for addition of a road to the system. Board members suggested a dollar amount of investment be used each year to pay for removal of roads. The policy will be presented to the Board at the next meeting. Refinement of the concept is to be brought before the Board at its next meeting.

WHEREUPON, the Board meeting recessed at 6:30 PM.

October 19, 1989

The following people departed Boise at 8:15 AM by air to Challis and were met by District 6 Engineer Meyer and Assistant District 6 Engineer Gillespie.

John M. Ohman
Marion Davidson
Mary F. Detmar
Kermit V. Kiebert
George J. Neumayer
G. Keith Green
Jack T. Coe

Delegation - Custer County Commissioners. Commissioners Gassman, Chivers and Hansen met the Board at the Challis airport to discuss replacement of the Salmon River Bridge on US-93 south of Challis. Overlegal size equipment for the mines cannot cross the bridge due to the truss-type configuration of the structure. If the bridge was out, vehicles would be detoured 254 miles. District Engineer Meyer reported the sufficiency rating on the bridge is 19.8, it is signed one lane for trucks and buses, average daily traffic is 1330, and replacement is estimated at \$620,000.

The Board told Commissioners that the bridge was not currently programmed for construction and that funding in that federal-aid category is minimal.

From Challis, the group drove south on US-93 to look at the Salmon River Bridge, then proceeded north to Salmon. After stopping at the Salmon maintenance shed, the tour continued south on SH-28 to Leadore, then east on SH-29 into Montana to I-15, then south on I-15 to Idaho Falls. Enroute the group viewed construction of the second two lanes on I-15 from the Montana State Line to Spencer and drove on the new pavement from Hamer to Dubois which should be open to traffic in late October or early November, 1989.

The group remained overnight in Idaho Falls.

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The same participants toured the following Idaho Falls areas: US-20 from Cinder Butte to Old Butte (subject of a location hearing on November 1), proposed Pancheri Drive interchange on I-15, Sunnyside Avenue, Holmes Avenue and 17th Street.

The tour group stopped at the new Anheuser-Busch malting plant being constructed near South Yellowstone. The company has offered \$100,000 to improve I-15B in the area of the plant to accommodate increased traffic. Construction Manager Knussmann said the plant is scheduled to begin full production in the spring of 1991.

Delegation - Bonneville County Commissioners. Commissioners Long, Burtenshaw and Snarr met with the Board and staff at the site of the Sand Creek Bridge. District Engineer Meyer reported that the bridge's sufficiency rating is 20.7, carries an average of 80 vehicles per day, and is estimated at \$80,000 replacement cost. The Commissioners wanted to coordinate the road and bridge project but the County's engineer indicated that a new structure was not designed yet.

State Highway Administrator Green said that the bridge could possibly be built with savings from other projects but plans must first be designed and approved and right-of-way acquired.

The tour continued on US-20 to Rigby where the regular meeting of the Idaho Transportation Board began at the District 6 Office at 11:30 AM.

Board Minutes. The September Board minutes were approved as distributed to Board members with minor clarifications.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

November 30-December 1, 1989 - District 4
January 18-19, 1990 - Boise
February 15-16, 1990 - Boise
March 15-16, 1990 - Boise
April 19-20, 1990 - District 5

Director's Report. Director Kiebert described the following proposed state legislation for introduction in 1990:

- Corrections bill to the Commercial Drivers License program.
- Increase in aviation fuel tax from 3.5 to 4.5 cents per gallon.

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- Change in aircraft registration from 2.5 cents per pound useful load (\$100 maximum) to 1 cent per pound gross weight (\$200 maximum).

Public meetings with aviation users were conducted by the Aeronautics staff. Those who attended supported the proposed funding increases for the airport grant program.

In April, a Scenic US-95 Association representative wrote and asked the Board to designate US-95 as the Centennial highway. The Board retained the right of state highway designation but believed that the Centennial Commission should provide a recommendation on the request to the Board. The Lasting Legacy Committee of the Commission wrote saying "that the official designation of highways within the state more properly belongs with the Idaho Transportation Board." The Board chose not to select any one highway in the state for special centennial designation. The Scenic US-95 Association will be informed that all highways in the state will be appropriately marked for the state's centennial celebrations.

Director Kiebert attended the Multistate Highway Transportation Association meeting in Coeur d'Alene in September. The association membership consists of state legislators, state representatives and private industry people. They meet annually in an effort to achieve uniformity in standards among the western states.

Board Member Davidson, Director Kiebert, Deputy Director Neumayer and Chief of Transportation Services Lydston went to AASHTO's annual meeting in Atlanta, Georgia. AASHTO's final resolutions contained many of Idaho contributions to Crescent Coalition efforts. AASHTO adopted the policy that, in the next federal transportation act, federal-aid funding would be divided equally between a national highway program and a flexible program. Yet to be resolved is the matching ratio. The Coalition's position has been that the federal matching ratio should be the same for both programs.

Board Member Ohman expressed sincere appreciation for staff's efforts at the Western Bridge Engineer's Seminar held in Coeur d'Alene, October 2-4. He was the keynote speaker at the conference's banquet and said he received numerous compliments on all phases of the meeting.

Delegation - Robert Meikle. Mr. Meikle, President of Kelly Canyon Ski Area, and his attorney, Scott Eskelsen, urged the Board to consider an interchange on I-15 at Pancheri Drive in Idaho Falls. Mr. Eskelsen believed this to be a unique opportunity to coordinate the interchange project with the existing widening project on Pancheri. He claimed the city needs an east-west corridor across the interstate that would alleviate safety problems, provide a better crossing for bicyclists, and give quicker access to the

hospital. Mr. Meikle described the three major impediments to traffic planning: interstate, river and railroad tracks.

Jack Coe, Idaho's Division Administrator for the Federal Highway Administration, explained FHWA's position on interchange spacing requirements: one mile in urban areas, two miles in rural areas. (See further discussion on this subject after Mayor Campbell's presentation.)

Delegation - Idaho Falls Mayor Tom Campbell and Bonneville County Commissioners. Mayor Campbell presented the City's reasons for supporting an interchange on I-15 at Pancheri Drive: 1) enhances city's arterial street system; 2) provides better access for truck traffic and vehicles bound for the hospital; 3) enhances north-south traffic flow; 4) river crossing already exists at Pancheri; 5) can be coordinated with existing project to improve Pancheri; and 6) the land is undeveloped in the area of the proposed interchange.

Commissioner Long said the county supports the city's efforts. Commissioner Snarr believed an interchange at Sunnyside would be an advantage.

When asked if the addition of an interchange to the street project would affect the timing of the project now scheduled in FY94, State Highway Administrator Green stated that it might.

FHWA Division Administrator Jack Coe again explained the federal requirements for spacing between interstate interchanges for the safe and effective operation of traffic. He suggested that the city update the existing comprehensive plan of the area by identifying all feasible alternatives and including a traffic engineering study.

The Board echoed Mr. Coe's suggestion and offered the assistance of District Engineer Meyer in that effort.

FHWA Program Review and Evaluation. Deputy Director Neumayer said FHWA recently completed a review of ITD's consultant selection process for locally-sponsored federal-aid projects. A cover letter stated that "improvements have been made in the past few years in providing guidance to local agencies on consultant selection and related requirements. The overall process, however, and ITD's monitoring of local agency compliance with established procedures could be strengthened."

Certification of Revenue and Disbursements. In conformance with Section 40-708, Idaho Code, the certification of revenue and disbursements for FY89 was submitted for Board review. The Board approved and signed the order but asked Deputy Director Neumayer to verify the difference in outstanding encumbrances from the beginning to the end of FY89.

October 20, 1989

Status of Pending Legal Cases. The Supreme Court brief has been submitted on the J&J contract claim. The Board asked to be kept apprised of the decision.

Settlement Authority, State v. Laursen/Thriftway Lumber Co., I-184-1(5)4, Key 2763, Parcel 2, I-184. Upon legal counsel's recommendation, the Board approved settlement authority on the subject parcel which is in excess of \$100,000.00.

Illegal Advertising Sign, Malad Chamber of Commerce, I-15. At the last meeting, the Board authorized staff to post the subject sign illegal and order its removal. The Malad Chamber appealed the decision and requested a hearing before the Board.

The Board referred the matter to the administrative hearing officer in the District 5 area to conduct a hearing, take testimony and render a decision regarding the legality of the sign.

Board Policy B-27-02, Aeronautics Advisory Board. The proposed policy revision removes reference to Public Transportation due to a reorganizational change, and adds a reference to out-of-state travel by the Advisory Board to reflect a recent Board decision. The Board asked that the last paragraph be rewritten to allow the Advisory Board to call its own meeting.

Rule 39.D.04, Idaho Airport Aid Program. The revised rule deletes the \$25,000 per project limitation which is restrictive at today's construction costs. Two items were added under allocation priorities: 1) maximum use and benefit of available federal funds, and 2) projects which protect prior public investments. Planning was added as an eligible project item. The rule (formerly 39.03.27.07) was also reformatted and renumbered to coincide with the new system.

The Board approved the proposed rule and authorized its Executive Assistant to process it through the Administrative Procedure Act on a regular rule-making basis.

Motor Vehicle Accounting Bad Check Report, Third Quarter of 1989. A 71% collection experience was recorded in this time period. Board Chairman Ohman believed that was low and inquired if the new credit card program would have an effect on the number of bad checks received. An analysis of the program will be made when more information is available.

Rule 39.B.60, License Plate Provisions. The new rule incorporates provisions from four separate rules: 39.02.32.13, 39.02.32.24, 39.02.32.26 and 39.02.32.27. Those rules would be rescinded upon final adoption of the new rule. The section on personalized license plates was rewritten to

delete the requirement of a three-member employee panel to screen questionable plate combinations. Denials of personalized plate applications will be based on staff review using slang dictionaries and information gathered from other sources. The applicant may appeal any denial to an administrative hearing officer. Another revision allowed an individual to have both a handicapped license plate and placard. Another substantive change required that the title of the vehicle for which handicapped license plates are being applied must be in the name of the applicant.

The Board approved the proposed rule and authorized its Executive Assistant to process it through the Administrative Procedure Act on a regular rule-making basis.

Landscaping at Pocatello Creek Interchange, I-15. Pocatello Mayor Finlayson requested landscaping at the subject interchange. The City offered to maintain and irrigate the interchange once completed. The City also offered to perform the landscaping if the Department provided the materials.

The Board approved the project and added it to existing Project IR-15-1(107)66, Key 4473, which involves pavement rehabilitation between South 5th and Pocatello Creek interchanges on I-15, currently scheduled in FY94.

FY90 Highway Safety Grants. In July 1989 the Idaho Traffic Safety Commission approved highway safety projects for FY90 totaling \$1,058,499. Seatbelt and child restraint usage projects comprised 17.5% of the total expenditures. Police traffic services made up 45.2% and DUI prevention/education comprised 6.3%. The remainder of the program was made up of traffic accident records system and traffic engineering safety projects.

Videotape Inventory of Interstate Highway System. The videotaping of the pavement surface of the interstate and selected principal arterials is part of the Department's research program to automate pavement distress inventories for project plans preparation and planning purposes. Work this year and next will complete the development of an operational video-imaging system. No further development work is planned after that time.

The Board approved the contract in the amount of \$62,720.00.

Removing Sections of SH-44 and Adding a Portion of Glenwood Street to the State Highway System. In August 1989 the Board approved adjustments to the state highway system following a public relocation hearing.

The Board approved and signed the official minute removing sections of SH-44 and adding a portion of Glenwood Street in Ada County, effective November 1, 1989. That

October 20, 1989

minute is as shown in Exhibit B-256 which is made a part hereof with like effect.

Revision to Official Minute Adding Down River Road to State Highway System. Due to the unusual connection of SH-128 and US-12, staff recommended that the official minute be revised to more accurately describe the route.

The Board approved and signed the official minute which supersedes the minute dated August 18, 1989 (Exhibit B-253). The revised minute is as shown in Exhibit B-257 which is made a part hereof with like effect.

Sale of Boise Group Branch Rail Lines. Intermountain Western Railroad Company filed an application with the Interstate Commerce Commission (ICC) in July to purchase 318.5 miles of rail lines in Idaho and Oregon from Union Pacific Railroad Company (UP) and acquire trackage rights over 61.5 miles of UP main line between Nampa and Weiser. ICC has invited comments on the application.

ITD supported the sale because the formation of a new carrier would preserve a portion of the jobs, and rail service would be saved. Resolution of labor issues may delay the startup of the new railroad until after the first of the year.

Revisions to Various Rules on the Operation of Legal and Overlegal Size and Weight Vehicles.

- 39.C.01, Definitions - Adds definitions of "base width" and "heavily loaded." Clarifies the terms "excess weight" and "extra length."
- 39.C.06, Allowable Vehicle Size - Eliminates the reference to legal length for automobile transporters and triple saddlemount vehicles. This rule section was adopted to allow Idaho to be in compliance with Federal Regulations until Idaho Code could be amended. Section 49-1010, Idaho Code, has been amended making this rule no longer necessary.
- 39.C.08, Legal Weight Limits - Eliminates a section of this rule which was adopted to comply with Federal Regulations. This Federal Regulation contained an expiration date of September 1, 1989. Since the regulation has expired, this rule section is no longer necessary.
- 39.C.10, When Special Permit is Required - Clarifies that the annual permits issued to heavy duty wrecker trucks are valid for both the laden and unladen trips. Also clarifies that vehicles utilized to clear the travelway of snow or debris are exempt from the escort car requirements of this section.

- 39.C.11, Special Permittee Responsibility & Travel Restrictions - Requires that the original permit issued by the centralized permit office replace the transceived copy of an annual permit since transceived copies tend to fade. Also requires that the centralized permit office copy of annual permits replace the Port of Entry (POE) issued copy since the POE issue does not contain the permit number. This proposed amendment also clarifies that applicants using ITD-217-10 form must contact the centralized permit office. Clarifies the time of travel for overlength, overwidth and overheight loads.
- 39.C.12, Safety Requirements of Special Permit - Limits the maximum length of units in a convoy. Authorizes the Vehicle Size & Weight Specialist to approve special oversize load signs and escort vehicles. Clarifies that the red warning flag on a staff should be carried in the pilot cars not attached to them. Eliminates the chauffeurs license since it will not be available upon implementation of the commercial drivers license.
- 39.C.13, Overweight Permits - Authorizes the department to approve loads in excess of the maximum overweight levels without conducting a complete engineering analysis. Many times ITD engineers can determine that specific loads will not overstress specific structures based on former analyses of similar loadings on those structures.
- 39.C.15, Interstate Excess Weight Permits - Authorizes the issuance of a combined permit for excess weight and a semitrailer exceeding 39-foot kingpin setting.
- 39.C.16, Oversize Permits - Clarifies that overwidth loads may not be hauled on an extra-length combination.
- 39.C.17, Oversize Permits for Mobile/Modular Homes - Eliminates the height restriction for mobile homes and modular buildings since many of these units exceed 14 feet height due to pitched roofs.
- 39.C.18, Special Permit for Relocation of Buildings or Houses - Clarifies that \$500,000 combined single limit insurance is not required until hauling 14-foot wide buildings. This allows individuals to haul their own small sheds without having to hire a company to move them.
- 39.C.21, Special Permit Fees - Sets the fee for the semi-trailers exceeding 39-foot kingpin setting/excess weight combination permit. Clarifies the fees for certain annual permits. Corrects a spelling error.

39.C.22, Special Permits for Extra-Length Vehicle Combinations - Corrects the phrasing in Section 5.g.ii.

The Board approved the proposed rule revisions and authorized its Executive Assistant to process them through the Administrative Procedure Act on a regular rule-making basis.

Report on Status of Current Fiscal Year Program Obligations. At the end of the federal fiscal year 1989, federal-aid obligations amounted to \$143.96 million, \$2 million more than the targeted amount.

Verification of Damage to I-84 Overpass (200 West Grade Separation), IR-84-3(38)212, Key 4389. Damage estimates on the structure were revised to include preliminary costs for district design work. Total estimated expenses now amount to \$189,000.00.

Conveyance of Existing Right-of-way, IR-84-3(38)212, Key 4389, I-84. Execution of the deed covering parcels 22, 23, 23 1/2, 24, 25 and 25 1/2 under Project I-IG-80N-3(3)206 will place all existing right-of-way in the name of the Minidoka Highway District and conform to the acquisitions under Project IR-84-3(38)212.

The Board approved and signed the quitclaim deed conveying existing right-of-way to Minidoka Highway District.

District Sign Status Report. When US-30 in District 4 was reclassified from secondary to primary, an additional 70 illegal and nonconforming signs came under control of the Highway Beautification Act. Through the end of September 1989 illegal signs totaled 144.

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

Stockpiles 2533, 2530, 2528 and 2531, Keys 4366, 4363, 4141 and 4364 - Turkey Island, Weippe, Lucille and Cherry Lane stockpiles. Low bidder: Poe Asphalt Paving, Inc., Lewiston, Idaho - \$417,000.00.

ST-7963(503), Key 4497 - Kings Road to I-84 (Garritty Blvd. in Nampa). The low bid was more than twenty-five percent below the engineer's estimate. After review, the District revised the square-foot price of miscellaneous pavement due to the large quantity needed and the relatively easy placement of the material. That adjustment brought the low bid to within 85 percent of the estimate. The District and Contract Administration recommended award; the Board concurred. Low bidder: Nelson Sand & Gravel Co., Inc., Boise, Idaho - \$258,161.16.

F-3111(53), Key 4578 - Sommercamp satellite port of entry (well). The low bid was more than twenty-five percent below the engineer's estimate. The District analyzed the estimate and believed that since the state had not awarded a well contract in this vicinity, it was difficult to accurately determine costs associated with each bid item. The District recommended award because the low bidder had drilled a well in the area before and appeared to be familiar with actual project costs; the Board concurred. Low bid: Davis Well & Pump Co., Nampa, Idaho - \$10,560.00.

RS-BRS-RRS-1721(18), Key 0603 - American Falls Dam to Idaho Street. The original low bidder declined the contract due to an error in one unit price. The District recommended the contract be awarded to the second low bidder; the Board agreed. Second low bid: Robert V. Burggraf Co., Inc., Idaho Falls, Idaho - \$2,997,790.25.

I-90-1(148)20 and IR-90-1(180)32, Keys 2998 and 4592 - Blue Creek Bay to Cedars POE. Low bid: Inland Asphalt Company, Spokane, Washington - \$2,865,770.85.

BR-F-4113(054), Key 0588 - Lawyer's Canyon Bridge. Low bid: Flatiron Structures Company, Longmont, Colorado - \$4,490,621.35.

HES-5116(66), Key 4193 - Neider Avenue and US-95. Low bid: K.C. Construction, Hayden Lake, Idaho - \$460,092.17.

ST-1721(601), Key 4615 - Sheeptrail Road to Hoff Road. Low bid: Robert V. Burggraf Co., Inc., Idaho Falls, Idaho - \$296,159.70.

BROS-4100(004), Key 3276 - Teton River Bridge, Nickerson Road. Low bid: Idaho Construction Company, Inc., Kimberly, Idaho - \$235,775.56.

MG-7384(002), MG-7294(002) and EACM-7134(001) - Thain Road-10th Street, 8th Avenue-21st Street and 8th Street-16th Avenue in Lewiston. Only bid: Poe Asphalt Paving, Inc., Clarkston, Washington - \$658,368.85.

RRP-RRS-3740(1), Key 4183 - Notus Road Railroad Crossing. The only bid was more than ten percent over the engineer's estimate. After review of the estimate, the District determined that the increased safety benefits outweighed the additional cost; the Board agreed. Only bid: Idaho Sand & Gravel Co., Inc., Nampa, Idaho - \$80,997.40.

Application for Administrative Hearing Officer. Michael Day, an attorney in Boise, asked to be considered as a hearing officer on administrative cases for the Department. The Department already has an attorney on contract for administrative hearings in Districts 3 and 4 who is able to handle the current caseload.

October 20, 1989

The Board reviewed Mr. Day's resume and decided to approve him as an alternate hearing officer in the event the regular hearing officer has a conflict of interest or time.

WHEREUPON, the Board meeting adjourned at 3:30 PM.



 JOHN M. OHMAN, Chairman
 Idaho Transportation Board

Read and Approved
 November ____, 1989
 Boise, Idaho

SUPPLEMENT TO THE OCTOBER 1989 MEETING OF THE
 IDAHO TRANSPORTATION BOARD

November 7 & 8, 1989

Through telephone contact with Board Chairman John M. Ohman on November 8, 1989, Vice Chairman Marion Davidson and Member Phil Batt on November 7, 1989, the Executive Assistant to the Board obtained approval to:

Award contract on Stockpile 6686, Key 4095 to the low bidder: J.K. Merrill & Sons, Inc., Pocatello - \$60,410.00. The low bid was more than ten percent over the engineer's estimate but this was the second time the contract had been advertised. The first time, only one bid was received and it was rejected because it was considerably more than the engineer's estimate. By readvertising, a more favorable bidding environment existed and a savings of almost \$90,000 was realized from the first bid. The District and Contract Administration Section recommended award; the Board concurred.



 JOHN M. OHMAN, Chairman
 Idaho Transportation Board

Read and approved
 November ____, 1989
 Boise, Idaho

November 7 & 8, 1989

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

November 30 - December 1, 1989

The Idaho Transportation Board met in regular session in Boise, Idaho on November 30, 1989 at 8:30 AM in the Aeronautics Conference Room. The following people were present:

John M. Ohman, Chairman - Region 1
 Marion Davidson, Vice Chairman - Region 3
 Phil Batt, Member - Region 2
 Mary F. Detmar, Executive Assistant to the Board
 Kermit V. Kiebert, Director
 George J. Neumayer, Deputy Director
 G. Keith Green, State Highway Administrator
 Jack T. Coe, Division Administrator - Federal Highway Administration

Board Minutes. The October Board minutes were approved as distributed to Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

January 18-19, 1990 - Boise
 February 15-16, 1990 - Boise
 March 15-16, 1990 - Boise
 April 19-20, 1990 - District 5

Summons and Complaint filed by Eterna-Line Corporation, Project IR-84-2(20)49, I-84. Chief Legal Counsel Trabert told the Board that Eterna-Line is asking to try its claim anew before a jury (Counts I through IV). In Count V of the complaint, the Corporation is seeking a judicial review of the administrative action before the Board.

ITD must provide legal justification to the courts for its administrative decision. The Board authorized legal counsel to file a motion for dismissal of Counts I through IV. The Board approved retaining consultant counsel, Robert J. Burke, to continue legal work on the claim based on his expertise in the field of construction law and his knowledge of the proceedings before the Board. The Board will provide further direction after the judge's decision on the dismissal.

Settlement Authority, State v. Laursen/Thriftway Lumber Company, Project I-184-1(5)4, Key 2763, I-184. At the October Board meeting, settlement authority was given on this condemnation. Since then, the state's appraiser updated the property's appraisal.

November 30, 1989

Based on Chief Legal Counsel Trabert's recommendation, the Board granted settlement authority of \$276,473.25 on this acquisition.

Tour District 3 and 4. From the Aeronautics office, the group traveled I-84 to Bliss. District Engineer Thomas and Assistant District Engineer Carpenter met the Board and staff at the Bliss maintenance yard. They continued to Shoshone on I-84, SH-46 and US-26.

The Board meeting resumed in the Emergency Operations Center at the District 4 office.

Director's Report. Director Kiebert described the three proposed bills for introduction in the 1990 legislative session: a correction to the commercial drivers license program passed last year; an aviation fuel tax increase; and an adjustment to the aircraft registration formula. When asked his strategy for laying groundwork for a revenue increase in 1991, the Director said Chief of Transportation Services Lydston is putting together a package on highway needs. Member Batt suggested a formal presentation to the House and Senate Transportation Committees be scheduled.

Director Kiebert and State Highway Administrator Green met in Moscow with city officials to discuss improvements to the US-95 couplet and SH-8 West. They received a good response to proposals to use new money from interest on highway funds for highway projects in the Moscow area. (See agenda item later in minutes.)

U. S. Secretary of Transportation Skinner is looking at a greater match of federal aid in the next Surface Transportation Assistance Act. Crescent Coalition activities continue toward writing legislation to accommodate state's needs.

Attendees at the annual meeting of the Association of Highway Districts were interested in road abandonments and funding local needs.

Director Kiebert and the Director of the Division of Public Works (DPW) agreed to work toward cost containment on the District 1 complex. The Board will be kept advised of future meetings with DPW.

Chief of Highway Operations Fiala will replace George Neumayer on the Governor's Interagency Committee on Affirmative Action.

Delegation - Camas County Commission. Commissioner Spackman told the Board that improvements to Soldier Road, FAS-2802, Project SR-RS-2802(4), could be scaled back to 3R standards in the interest of economy. It is the only paved road under local jurisdiction in Camas County and serves the

Soldier Mountain ski area and USFS recreational areas. The year-around traffic exceeds that on SH-46, according to the Commissioners. Engineer Gerald Martens said the plans are ready for final design and right-of-way acquisition. The project was developed to federal-aid secondary standards but reducing it to 3R criteria would eliminate right-of-way needs. He said the county has acquired a materials source adjacent to the project. The 9.24 mile project is estimated to cost \$1.67 million. The county has expended almost \$93,000 to date on the project.

State Highway Administrator Green indicated the project as designed would take the county's allocated secondary funds for the next twenty years.

The Board asked District 4 Engineer Thomas to work with the commissioners in identifying alternatives and report back to the Board with a recommendation.

Delegation - Blaine County Recreation District. Executive Director Mary Austin Crofts described the Wood River bike path and trail system using handouts and a slide presentation. She requested financial assistance from the Board in the amount of \$75,000 (30% of the project) to complete a pedestrian tunnel under SH-75 just south of Elkhorn Road at McHanville. The tunnel would complete the corridor and provide a safe trail for users, according to Crofts.

The Board asked District 4 Engineer Thomas to evaluate the request and make a recommendation.

FY89 Annual Report of Civil Rights Activities. In accordance with B-18-07, Code of Fair Practices, Deputy Director Neumayer cited the progress and accomplishments during FY89:

- ITD has 210 Disadvantaged Business Enterprises (DBE) certified as eligible to participate in federal-aid projects.
- Thirteen contract compliance reviews were conducted; ten contractors were in compliance, three were issued show cause notices.
- At the end of FY89, ITD work force contained 3.8% minorities and 20.4% women.
- An extensive training program was conducted throughout the department on valuing diversity in the work force.
- Training was given to contractors on how to comply with civil rights provisions of federal aid contracts.

FY89 Bridge Maintenance and Inspection Program Review. The Board received the FHWA review of Districts 2 and 4. ITD was found to be in satisfactory compliance with national bridge inspection standards.

Alternative Hearing Officer. Several prospective candidates were eliminated because they were employed outside of Boise or due to their current employment positions, the public could perceive them as having a bias. An interview with the remaining candidate will be scheduled for the next regular Board meeting.

Highway Development Program. State Highway Administrator Green presented a graph showing the cumulative dollar value of highway projects in the program by district.

FY90 UMTA Section 16(b)(2) Program of Projects. The projects would provide capital assistance to elderly and handicapped. The exact amount of funding to be allocated to Idaho has not yet been determined by the federal government. Funding levels are expected to remain the same as last year. It is anticipated that \$224,469.00 will be allocated. Of that amount, \$25,000.00 will be retained for state administration and the remainder will be for individual private, non-profit organizations.

The Board approved the request and authorized staff to apply for, execute and implement Grant #ID-16-0016. The projects are as shown in Exhibit C-291 which is made a part hereof with like effect.

ITD's Role in State Rail Planning. The staff asked for guidance in developing a rail policy that would address program direction regarding rail preservation. The Board chose not to establish a formal, written policy and directed the staff to confine its rail planning activities to that of information collection from shippers and railroads, and dissemination of non-proprietary information to the public.

Federal-aid Comparison of Ada County Expenditures. In September, the Ada Planning Association presented a graph showing 6-year project expenses in Ada County compared to the rest of the state. It showed Ada County realized an average of 18.22% of the projects in the highway development program. The information was updated by ITD staff using the current development program and including projects on routes lying outside Ada County but which contribute to daily trips in Ada County. The revised graph increased Ada County's federal-aid received to 23.09%.

The Board instructed staff to send the data to Ada Planning Association for their information.

State Funding for East First Street, Meridian, Project ST-8673(600), Key 4652, SH-55. The City of Meridian requested improvement to the subject street in the spring of 1990 prior to it being removed from the state highway system upon completion of the Eagle Road projects. Funding is proposed as follows:

Ada County Highway District	\$225,000.00
Idaho Community Development Block Grant	220,000.00
City of Meridian, LID (loan from Department of Commerce	180,000.00

The Board approved state funding in the amount of \$225,000.00.

Addition of Clear Lakes Grade to the State Highway System. In response to many requests, the Board asked staff to evaluate the county road for possible addition to the state's highway network. It is expected the analysis would be available for Board review in April.

Removals and Additions to the State Highway System, US-20-26, Ada County. The Board approved the official minute describing the changes made to various sections of US-20-26 due to completion of portions of the Broadway-Chinden Connector in Ada County. The action is shown in Exhibit B-258 which is made a part hereof with like effect.

State Funding for US-95 Couplet, Project ST-4114(614), Key 590, Moscow. After a recent meeting in Moscow by the Director and State Highway Administrator, the following project was proposed for state funding: right-of-way acquisition of one parcel at the northeast corner of the couplet, and preliminary engineering for the entire couplet.

The Board approved state funds in the amount of \$225,000 for the proposed project and authorized the District to proceed with project development.

Board and Administrative Policies, B-09-06 and A-09-06, State Highway System Removals and Additions. Subsequent to the October review by the Board of the draft policies, staff developed a maintenance reimbursement concept that would provide state funds to match the annual amount that a local jurisdiction would receive. It was based on the improved road mileage portion of the highway distribution account formula for the additional mileage over a certain period of time. Staff further recommended that the definition of the public hearing period include time for negotiation after the close of hearing testimony.

The Board approved B-09-06 and A-09-06 as presented with the local maintenance reimbursement based on a 12-year period.

Update of Federal Lands Program, FY90-95. The program includes combined funding for forest highways and public lands highways. The program was updated recently by representatives of ITD, U.S. Forest Service and the FHWA Western Federal Lands Highway Division. The recommended program is based on the assumption that Idaho will receive public lands funds in FY90 for only the Banks-Lowman project, and the Pine Road project will be delayed to FY91. The program also maintains a 50/50 split of funding over time between ITD and USFS-sponsored projects.

The Board approved the recommended program for FY90-95 shown in Exhibit C-292 which is made a part hereof with like effect.

Tri-state Agreement for Issuance of Regional Overlegal Size and Weight Permits. AASHTO and the WASHTO Subcommittee on Highway Transport recommended that states enter into agreements to allow regional permits to be issued for over-legal size and weight movements. The Transportation Directors in Idaho, Oregon and Washington would like to implement such a program on January 1, 1990. The states tentatively agreed to issue permits for vehicles operating on the designated system established by the states and not exceeding the following dimensions:

- Width: 14 feet
- Length: 110 feet
- Height: 14 feet, 6 inches
- Weight:
 - 600 pounds per inch of tire width
 - 21,500 pounds per axle
 - 43,000 pounds per tandem axle
 - 53,000 pounds per tridem (wheelbase more than 8 feet but not more than 13 feet)
 - 160,000 pounds gross weight
 - In no case may the gross weight exceed the axle weights or the weight specified by the permit, whichever is less.

The cost of implementing this tri-state permitting system was estimated at approximately \$12,000 with long-term benefits expected to greatly exceed costs.

The Board approved the concept of Idaho entering into an agreement with Oregon and Washington to allow regional over-legal permit issuance.

Special Permit for Overlength Combination. Truscott, Inc. requested a grandfather right for its lessor, Forrest Stokesberry, to operate his 1984 trailer that has a 39'7" kingpin setting on routes restricted to semitrailers in excess of the 39-foot kingpin setting. An evaluation of the vehicles's off-track indicated it can operate safely on the restricted routes.

The Board authorized the issuance of a special permit which allows Mr. Stokesberry's combination to operate within 65'3" overall length on all state highways. The decision was based on an indicated economic hardship allowed by Rule 39.C.10, Section 7,c.

Funding for Snake River Bridge, North of Burley, SH-27.
The subject bridge was evaluated and does not meet the criteria established for use of critical bridge funding because its overall sufficiency rating is greater than 50, and its appraisal rating in the structural deficiency and functional obsolescence categories was high. The other source of funding is the secondary category but money is limited for such a large project. The bridge inventory and appraisal data indicate the bridge should be scheduled for replacement in 1998.

The Board elected not to include the project in the program for funding until such time as the bridge meets the minimum criteria for bridge funding.

Supplemental Engineering Agreement #15, Project ER-F-3271(43), Key 3080, Horseshoe Bend Hill, SH-55. This supplemental agreement will complete the responsibility of remeasure including target placement, flight coordination and cross section digitizing.

The Board approved the agreement with McCarter and Tuller, Inc. in the amount of \$72,354.00.

Road Closure and Maintenance Agreement for Coeur d'Alene Lake Drive, Project ID-I-90-1(138)14, Key 2601, I-90. Upon completion of the new alignment of I-90 between Coeur d'Alene and Blue Creek Bay, ITD will relinquish and transfer that section of temporary I-90 (known as Coeur d'Alene Lake Drive) to the East Side Highway District. To facilitate the transfer, ITD negotiated to pay the local entity \$300,000 for future improvements. ITD also agreed to monitor traffic along the route for two years. At the end of that period, ITD would provide funding for any additional traffic control devices.

The Board approved the agreement as recommended.

Statewide Bicycle Program. The Director of Parks and Recreation asked ITD to establish a state bicycle program and coordinator position.

Due to a lack of funds, the Board instructed the Director to indicate that a state bicycle program would not be established at ITD and suggest it be coordinated by Parks and Recreation instead.

Advancement of Sign Rehabilitation and Guard Rail Project IRG-90-1(178)7, Key 4158, I-90. In October the Department was cited by the FHWA for maintenance deficiencies for signs and delineators on I-90 and allowed 60 days to provide remedial action.

The Board advanced the subject project from FY92 to FY90.

Supplemental Agreement, Statewide Traffic Signal Optimization Project, CSC-1988-1991. The supplemental agreement will provide funding for optimization of an additional 110 inter-connected signals and complete the coordinated signal systems.

The Board approved the agreement with J.H. Kell & Associates in the amount of \$65,000.00.

Rule 39.C.61, Directional and Other Official Signs and Notices. In September, the Board declared the Malad Chamber of Commerce sign near I-15 to be illegal and ordered its removal. That order was appealed and a hearing officer was to be named to determine the legality of the sign. Before the hearing was scheduled, Legal Counsel determined that an amendment to an existing rule would make the sign legal. The proposed rule revision was approved by the FHWA in November.

The Board approved the rule amendment on an emergency basis to allow the Malad sign to remain in place. Regular rule-making will begin immediately. The Board further rescinded its order of September 16, 1989 to post and remove the sign, together with withdrawal of its October 20, 1989 request for appointment of a hearing officer.

Correction Warranty Deed, Project I-184-1(7)4, Key 2881, Parcel 8-R, I-184. The original deed conveying this surplus remainder contained an error in the legal description. The title company requested a correction deed.

The Board approved and signed the correction deed on Parcel 8-R.

Sale of Exhausted Material Source Bu-3, Key A-0641. The Board concurred in the Chief of Highway Operations' recommendation and executed a deed for the source in favor of the City of Arco and County of Butte, jointly.

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

ID-I-IR-15-3(031)167, Key 0064 - Dubois Interchange to Spencer Interchange. Low bidder: Robert V. Burggraf, Co., Inc., Idaho Falls, Idaho - \$9,054,556.05.

STM-5738(513), Key 4586 - Jct. SH-41 to Bayview. Low bidder: Interstate Concrete & Asphalt Co., Coeur d'Alene, Idaho - \$121,318.10.

ID-1-90-1(141)19 and ID-1-90-1(142)18, Keys 2760 and 2761 - Blue Creek Bay West and Bennett Bay Bridge to West of Blue Creek Bay. Low bidder: Scarsella Bros., Inc., Seattle, Washington - \$12,178,940.82.

ST-4210(600), Key 4610 - Lower Harpster Grade. Low bidder: Seubert Excavators, Inc., Cottonwood, Idaho - \$81,879.20.

ST-0150(600)0, Key 4613 - Utah State Line to Malad. Low bidder: Highway Services, Inc., Rogers, Minnesota - \$193,837.82.

HES-7282(003), RRP-7232(002) and RRP-9422(006), Keys 3883, 3865 and 2860 - East 5 Points, Blue Lakes Boulevard South and Locust Street. The low bid was more than ten percent over the engineer's estimate. The District and Contract Administration Section recommend rejection of the bids; the Board agreed. The project can be completed in 1990 even if the award was delayed.

ST-7963(511), Key 4618 - Nampa Underpass. The low bid was more than ten percent over the engineer's estimate. The high prices reflect the time of year, contractors' workloads, and current market conditions. The District and Contract Administration Section recommend rejection of the bids; the Board agreed. The project will be readvertised next spring.

IR-15-1(102)54, Key 3720 - Inkom to Portneuf Interchange. Low bidder: Bannock Paving Co., Inc., Pocatello, Idaho - \$2,150,667.65.

ID-I-IR-15-3(51)181, Key 1252 - Spencer Interchange to Montana State Line. Low bidder: H-K Contractors, Inc., Idaho Falls, Idaho - \$6,553,192.44.

Board Policy B-27-02, Correlation with Aeronautics Advisory Board. The Board approved and the Chairman signed the corrected policy.

Board Policy B-19-03, Local Federal-aid Secondary (FAS) Funds. The information contained in this new policy was previously a part of B-19-05 on local federal-aid funds and was extracted at Board request. Another bill on local federal-aid urban funds is being developed.

The Board approved and the Chairman signed the new policy.

North Idaho Chamber of Commerce Resolution #4. At its November 4, 1989 meeting the combine Chambers urged ITD to "expedite the engineering and bidding processes necessary to the implementation of improvements to US-95 and its arteries to ensure safety and effective business and personal use of the system."

December 1, 1989

From Twin Falls, the group drove I-84 to Burley.

Delegation - Burley, Oakley and Raft River Highway Districts. Commissioners from Oakley Highway District are committed to completing the eight miles of SH-27 West. It requires no right-of-way acquisition; plans are in preliminary design. The project is not in the current five-year highway program and Commissioners urged the Board to consider including it in the plan.

Burley Highway District Commissioners said the 500 South Road, Project RS-2839(2), was ready for design approval when the secondary exchange program was announced. Assistant District 4 Engineer Carpenter indicated the preliminary estimates are available on a scaled back project.

Attorney Smith said that the Highway District had not received notice of the exchange program until after other entities were notified.

Before the Board members would consider the requests for additional funding, they asked staff to research the allegation that the Highway Districts with funding problems were not advised of the exchange program until after other districts had opted for the program.

After leaving the meeting, the Board and staff drove both routes, then returned to Boise.

WHEREUPON, the Board meeting adjourned at 2:30 PM.

Read and Approved
January 18, 1990
Boise, Idaho



JOHN M. OHMAN, Chairman
Idaho Transportation Board

December 1, 1989

SUPPLEMENT TO THE NOVEMBER-DECEMBER 1989 MEETING OF THE
IDAHO TRANSPORTATION BOARD

December 22, 28 and 29, 1989

Through telephone contact with Board Chairman John M. Ohman on December 29, 1989, Vice Chairman Marion Davidson on December 28, 1989, and Member Phil Batt on December 22, 1989, the Executive Assistant to the Board obtained approval of:

Emergency promulgation of Rule 39.B.07, Titling of Specially Constructed and Reconstructed Vehicles. The new rule would clarify law effective January 1, 1990 dealing with titling of rebuilt motor vehicles. A pre-scheduled hearing will be set during the 120-day emergency period to receive testimony from industry.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
January 18, 1990
Boise, Idaho

SUPPLEMENT TO THE NOVEMBER-DECEMBER MEETING OF THE
IDAHO TRANSPORTATION BOARD

December 2, 3 and 4, 1989

Through telephone contact with Board Chairman John M. Ohman on December 4, 1989, with Vice Chairman Marion Davidson on December 2, 1989 and with Member Phil Batt on December 3, 1989, the Executive Assistant to the Board obtained approval to award the following contract:

Building 51502, Key 2511 - Preston Maintenance Building. The low bid was more than ten percent over the engineer's estimate. Upon investigation, it was determined that an inflation figure had not been added to the estimate. In addition, costs for removal and disposal of existing tanks were not included. Because of the remoteness of the site, the contractor added costs to house the building crew. When the adjustments were considered, the low bid was within ten percent of

December 2, 3, 4, 1989

the engineer's estimate. The Maintenance and Contract Administration Sections recommended award; the Board members agreed. Low bidder: Harris Construction, Pocatello, Idaho - \$259,450.00.



JOHN M. OHMAN, Chairman
Idaho Transportation Board

Read and approved
January 18, 1990
Boise, Idaho